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Hongkong Daily Press.

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No. 17,651. 第一萬七千六百五十一號 日大十月十年寅甲 HONGKONG, THURSDAY, DECEMBER 3rd, 1914. 四年禮 號三月二十年三國民華中 PRICE, $3 PER MONTH.

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Hongkong, 9th June, 1914. [805

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Hongkong, 24th April, 1914. [614

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Consultation Free.
Hongkong, 21st September, 1914. [1160

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SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG. at $5, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

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Hongkong, 16th October, 1914. [1250

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FURNITURE AND PHOTO GOODS STORE.
Photographic Goods of Every Description Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
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Hongkong, 16th April, 1914. [585

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.... Every 15 minutes.
8.00 " to 10.00 " ... " 10 "
10.00 " to 11.00 " ... " 15 "
11.30 " to 12.45 p.m.... " 15 "
12.45 p.m. to 1.15 " ... " 10 "
1.15 " to 1.45 " ... " 15 "
1.45 " to 2.15 " ... " 10 "
2.15 " to 5.00 " ... " 15 "
5.00 " to 8.10 " ... " 10 "

NIGHT CARS.
8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
11.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

7.45 a.m. to 10.30 a.m.... Every 15 minutes.
10.30 " to 11.00 " ... " 10 "
11.30 " to 12.00 noon " 15 "
12.00 noon to 1.00 p.m.... " 10 "
1.00 p.m. to 5.00 " ... " 15 "
5.00 " to 6.00 " ... " 10 "
6.00 " to 7.00 " ... " 15 "
7.00 " to 8.10 " ... " 10 "
NIGHT CARS as on Week Days.

SATURDAYS.
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 29th May, 1914. [1205

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE
(Effective from May 1st, 1914, to April 30th, 1915).

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the s.s. *SAKAKI MARU* and *KOBE MARU* (each Equipped with Wireless Telegraph) as follows:—

NORTH BOUND.

Connecting at Harbin with	Wagon-Lits for Moscow	Russian State Express For St. Petg.	Russian State Express For Moscow
		Sakaki	Kobe
		Mon. Wed.	Wed. Fri.
		Wed.	Th.
		Th.	Fri.
		Fri.	Mon.

1st Class Fares				
$ 40.00	Shanghai (S.M.R. Stn.) Dairen	Lv. Ar.	Forenoon	
Y 14.99	" (S.M.R. Train) Mukden	Lv. Ar.	2.20 p.m.	
Y 21.50	" Changchun	Ar. Lv.	11.35 " 11.50 "	
R 9.40	" (Russian Train) Harbin	Ar. Lv. Ar.	7.10 a.m. 8.30 " 3.30 p.m.	

SOUTH BOUND.

Connecting at Harbin with	Wagon-Lits from Moscow	Russian State Express from St. Petg.	Russian State Express from Moscow
		Mon.	Tue.
		Tue.	Th.
		Th.	Fri.
		Fri.	Sun.
		Sun.	Mon.

R 9.40	Harbin (Russian Train)	Lv.	10.10 a.m.	Fri.
	Changchun	Ar.	4.30 p.m.	"
Y 11.50	" (S.M.R. Train)	Lv.	5.15 "	"
	Mukden	Ar.	6.44 a.m.	"
	"	Lv.	1.05 "	"
Y 14.99	Dairen	Ar.	9.00 "	"
	" (S.M.R. Stn.)	Lv.	Noon.	Sat.
Y 40.00	Shanghai	Ar.	Forenoon	Mon.

	Dairen	Ar.
	"	Lv.
	Moji	Ar.
	"	Lv.
	Kobe	Ar.

	Kobe	Lv.
	Moji	Ar.
	"	Lv.
	Nagasaki	Ar.
	"	Lv.
	Shanghai	Ar.

	Shanghai	Lv.
	Nagasaki	Ar.
	"	Lv.
	Moji	Ar.
	"	Lv.
	Dairen	Ar.

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.

* With regard to the above Time-Table, the Four Express Trains per week connecting two each way with the Russian State Expresses are temporarily suspended, owing to the partial suspension of the Trans-Siberian Passenger Traffic on account of the European War.

The Two Weekly Express Trains connecting one each way with the Wagon-Lits Expresses, all Ordinary Trains, and the Two Dairen-Shanghai Direct Mail Steamers will remain in operation as above.

To the daily train leaving Dairen at 8 P.M. for Changchun and that leaving Changchun at 11.20 A.M. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.

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MINING DEPARTMENT,
SOUTH MANCHURIA RAILWAY CO., DAIREN.
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THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:

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3 Dry Docks	No. 1	510 ft.	77 ft.	26 ft.
	No. 2	350 ft.	53 ft.	24 ft.
	No. 3	714 ft	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.

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	Floating Docks. No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet	580 Feet.
Max. Breadth " "	56 "	66 "
Max. Draft " " " "	22 "	26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Sheerlegs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION
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Hongkong, 27th June, 1914. [729

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A FIRST-CLASS AND UP-TO-DATE HOTEL, most Central Location within the vicinity of all the Principal Banks.

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Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine. Roof Garden and Social Rooms. European Runner meets Steamers.
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HENNESSY XXX ...	41.40	3.45
* C. SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	40.30	3.45
D. VERY FINE OLD PALE LIQUEUR COGNAC, Gold and White Capsule	46.20	4.00
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S. V. F., V. O. COGNAC	79.70	6.65
V. O. L., 60 Years Old ...	119.30	9.95
UNITED VINEYARD PROPRIETORS, 75 Years Old	157.50	13.15

* These Brandies bottled by ourselves are guaranteed Grape Spirit and of Pot Still Distillation.

A. S. WATSON & CO.,

LIMITED,

HONGKONG AND CHINA.

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NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to The Editor.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of Daily Press *should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.*

Telegraphic Address: Press.
Codes: A.B.C. 5th Ed. Lieber.
P.O. Box 34. Telephone No. 12.

DEATH.

Smith.—On 2nd December, at the Naval Hospital, Hongkong, Samuel Smith, aged 40.

Funeral passes the Monument at 5.30 this afternoon. [1409

Hongkong Office: 10a, Des Voeux Road C.
London Office: 131, Fleet Street, E.C.

The Daily Press.

Hongkong, December 3rd, 1914.

The request of the Chinese Government that the State Council should consider the advisability of adopting the Land Tax proposals formulated by the late Sir Robert Hart is of more than ordinary significance at the present time. These proposals, it may be recalled, were made when war had broken out between Russia and Japan, and they were prompted by the consideration that "although the immediate cause of the war was the opposite policies of Russia and Japan, its real origin was in the growing weakness of China." Sir Robert Hart advised the Chinese Government that in order to be able to secure a hearing when that war came to an end, and not simply obey orders, the opportunity to put her military affairs in order ought not to be neglected. It was primarily with this object in view that the proposals were formulated. Briefly the suggestion was that each *mou* of land should pay a tax of 200 copper cash, and calculating that at least one-half of the entire superficies of China Proper (omitting Mongolia, Manchuria, and the New Dominion) was capable of paying land tax, he estimated that a sum of Tls. 400,000,000 would accrue therefrom. He declared that "no revenue could be more surely relied on than this for both undiminishing amount and uninterrupted continuity; and not only would it leave a surplus after providing for every national requirement, but it could be collected without in the slightest degree damaging or inconveniencing the people." The Memorandum set forth in broad outline a scheme for carrying the proposal into effect, and also what should be done with the revenue accruing from the tax. His first recommendation was that China should maintain four Army Corps of 50,000 men each—one to be in Chihli, another in the Two Kiang, a third in Hukwang, and the fourth in the Two Kwang. The maintenance of these four Army Corps he estimated would cost Tls. 27,400,000 annually, in pay alone. He suggested an appropriation of another two million taels annually for the maintenance of four military schools; and an expenditure of a further three million, taels annually on arms and ammunition—making a total of Tls. 32,400,000 for soldiers on duty with the colours. He recommended a fixed number of years for men on the active service list, and that they should on the expiry of their term of service be put on the first reserve, also for a fixed term, and after that on the second. In ten years from the adoption of the scheme this would provide 500,000 trained soldiers on the active and reserve lists entailing a yearly expenditure of about Tls. 50,000,000. Secondly, he suggested a Navy in three divisions, consisting in all of a fleet of 240 vessels, large and small, the purchase price of the ships being spread over a total of ten years. His estimate for naval purposes was Tls. 30,000,000 annually. Another ten millions be assigned for four Arsenals. These three appropriations would acount for Tls. 90,000,000 out of the estimated revenue of Tls. 400,000,000. Sir Robert Hart advised that at the same time all officials should be placed on fixed salaries of an adequate and liberal kind "so that they would no longer find it necessary to take anything for their support from the people." For this purpose he assigned out of the Land Tax revenue a sum of Tls. 160,000,000. Further comparatively small appropriations were recommended for Education, the Post Office, Telegraphy and for the Palace, and one of Tls. 50,000,000 for Loan and Indemnity accounts, etc. The whole of his recommendations entailed an expenditure of Tls. 326,000,000 thus leaving out of the four hundred millions estimated as the revenue from the Land Tax, an annual surplus of Tls. 74,000,000 to be either deposited [illegible] or used for productive and beneficial expenditure. Having regard to China's financial difficulties during the past few years it is surprising that a revenue-raising scheme of so attractive a character should have been so long neglected. We do not doubt, however, that the feature of the scheme which has caused it to be revived is the political rather than the purely financial one. Once again China has seen war waged in the East on Chinese territory. Sir Robert Hart wrote ten years ago: "The times we live in show that for nations to reap advantage or avert calamity might is almost of more importance than right." How generally these sentiments are appreciated in China to-day is clearly revealed in the comments of the Chinese Press on the political situation which has arisen regarding the future status of Kiaochow, and it is this consideration, no doubt, which has turned the thought of Chinese statesmen to the advice offered by Sir Robert Hart ten years ago as to how China might prepare "to hold her own in matters that concern her rights and welfare." We shall be interested to learn the result of the State Council's consideration of the subject. When Admiral Lord Charles Beresford was representing many years ago that in order to maintain her integrity and the open door, and to protect property and capital sunk in her vast territory China must have an effective army and police, two independent Chinese residents of this Colony in a letter to the Admiral reminded him of the fate of General Gordon's Ever-victorious Army and the end of the "once formidable fleet" under Admiral Lang, and said: "Suppose it is possible to furnish China to-morrow with a well-disciplined army and a perfectly organised police, we are quite certain that neither force will be maintained in an efficient state for a year and a day. China's corrupt Government and her peculating officials would starve out either or both of the forces. History will repeat itself." We wonder if that could as truthfully be written to-day? That, at any rate, is the question to which the State Council should first address itself.

Three Chinese who are alleged to have been the men who attacked and injured Mr. A. Carmichael when attempting to commit a robbery in his residence at Quarry Bay appeared before the Magistracy yesterday. The case was remanded until Monday next. Mr. Carmichael is still in hospital as the result of the attack.

A Sale of Work and Concert in aid of the funds of Union Church are announced for Wednesday next.

The last Gymkhana meeting of the season takes place on Saturday, the gate money, as on the last occasion, being given to the Prince of Wales' Fund without any deduction for expenses.

Messrs. Mumeya & Co. have on sale some excellent flash-light photographs of the Tableau at the City Hall on the occasion of the St. Andrew's Concert. We are informed that half the proceeds of the sale of the photographs will be devoted to the Prince of Wales' Fund.

At the King Edward Hotel last evening a farewell dinner, arranged by friends, was given to Messrs. E. W. Evers and A. F. Briggs who are leaving the Colony to join Lord Kitchener's Army. Mr. A. P. Nobbs presided and in the course of a short toast list appropriate references were made to the principal guests who were wished good luck and a safe return.

We have received from Messrs. Noronha & Co., the publishers, a specimen copy of a work just published by them giving gold and silver dollar exchange tables. These tables have been compiled by Mr. Yeung Tsz Wan, of the compradore's department of the Bank of Taiwan. The usefulness of the work in all countries using decimal currencies is obvious. The published price of the work is $5.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council is to be held this afternoon, when the orders of the day are as follow:—

First reading of a Bill entitled, "An Ordinance to amend the Alien Enemies (Winding up) Ordinance, 1914, and to provide for the protection of public officers in certain cases." †

First reading of a Bill entitled, "An Ordinance to amend the Defences (Sketching Prevention) Ordinance, 1895."

First reading of a Bill entitled, "An Ordinance to amend the Recreation Grounds Ordinance, 1909."

Second reading of a Bill entitled, "An Ordinance to amend the Medical Registration Ordinance, 1884."

Second reading of the Bill entitled, "An Ordinance to provide for the levy of Estate Duty payable in respect of the estates of deceased persons." *

Committee on the Bill entitled, "An Ordinance to amend and consolidate the Law relating to 'Chinese Passenger Ships' as defined by the Chinese Passengers Act, 1855, and concerning Asiatic Emigrants generally." *

† This Bill will go through all its stages at this meeting.

* Will not be proceeded with at this meeting.

LECTURE ON MUSIC.

A most interesting lecture on Music was delivered by Mr. H. W. Turnbull, M.A., in St. John's Hall, on Tuesday night, to a representative gathering of University students. 500 years ago, the lecturer said, music was considered a low form of entertainment and those who indulged in it were thought to be of quite a low station. Since the time when its performers consisted of beggars and wandering minstrels, the subject had risen and developed until to-day it was possible to take a degree in music, a not very easy accomplishment, as the course was a difficult one.

Classical music, to which Mr. Turnbull devoted most of his attention, was described as that which had most thought behind it and which gave training and pleasure to the intellect as well as to the ear. Music was an art and all music must be considered beautiful where it developed our appreciation of what is beautiful. The elements of music were treated in a lucid manner, and melody, notes, cords, harmony and form were not only explained verbally and by means of interesting charts, but by examples on the pianoforte. Major chords suggesting the joyous, and minor chords suggesting the sad but also the beautiful, were demonstrated.

The "Sailors' Hornpipe," so redolent of the sea, took a different aspect when played in a minor key. Throughout the evening the lecture was "illustrated" by various examples on the piano and in this respect exce'lent help was rendered by Mrs. Turnbull, whose rendering of the "Bees' Wedding Song," and Handel's "Harmonious Blacksmith" were musicanly treats, and Messrs. Yen and Wong (violin), the composers drawn upon being Beethoven, Schuman, Chopin, Schubert, Mendlesohn, etc.

The possibility of a composition on two notes, and even one, was demonstrated, and the life and quality of a melody was quickly appreciated by the example of a transient "popular" tune of to-day and the soulful and powerful melodies of a bygone day. The lecture lost nothing by the flashes of humour which illumined it, and at the close a warm vote of thanks was tendered Mr. and Mrs. Turnbull for the treat provided.

This meeting is one of a series organised by the Acting Warden of St. John's Hall (Mr. Turnbull) specially for University students. Subjects are considered which are not generally dealt with in the lecture rooms of the University, and the large attendance on Tuesday, despite the near approach of examinations, proved their popularity.

THE CAPTURE OF THE "PAKLAT."

ALLEGED PHILANTHROPIC MISSION.

At the Prize Court yesterday, before the Chief Justice (Sir Wm. Rees Davies, K.C.) application was made on behalf of the Crown for an order condemning the N.D.L. steamer *Paklat*, captured in Northern waters by one of H.M.'s warships.

The Attorney-General (Hon. Mr. J. H. Kemp), instructed by the Crown Solicitor (Mr. P. M. Hodgson), appeared for the Crown, and Mr. Eldon Potter (instructed by Mr. W. E. L. Shenton, of Messrs. Deacon, Looker, Deacon & Harston), represented the claimants, the Norddeutscher Lloyd.

The Attorney-General said he would make two submissions in law, namely, that the flag which the ship carried was, generally speaking, conclusive against the owners as evidence of the ship's national character. If a merchantship had an enemy flag it was conclusive evidence that it was enemy property and liable to capture and condemnation.

Mr. Potter remarked that these submissions would not be contested.

The Attorney-General said he would submit that, apart from the flag, the ship was liable to condemnation as being the property of a German limited company. He understood the capture of the vessel was admitted.

Mr. Potter called the attention of his Lordship to the section of The Hague Convention upon which his contention, that the ship was exempt from capture, was based, and went on to read the affidavit of the Master of the *Paklat*, Captain Zollner. The affidavit affirmed that the ship left Tsingtau on the 21st August with 260 German women and children refugees from Tsingtau, on board, her destination being Tientsin, where it was intended that the ship should be interned and used, while there, as a place of abode for those refugees who were without means, the ship being specially fitted out for this purpose. The people had to leave by this steamer because the trains were overcrowded. Those of other nationalities, including British, left by train. The Captain had on board his vessel an open letter from the Governor-General of Tsingtau, which stated that the *Paklat* was taking women and children refugees from Tsingtau to Tientsin, that there was no contraband on board, and that 100 tons of coal were being carried in the No. 2 hold. The Captain had express instructions from the Governor-General of Tsingtau to fly the German colours, and also the Parliamentary flag (or the white flag of truce), to stop when called upon to do so by a man-of-war, and to show the ship's lights at night. Those instructions were strictly obeyed.

The Chief Justice (to the Attorney-General)—Is there any dispute as to the facts as distinct from the law? They are going to allege that the ship was on a philanthropic mission, within the meaning of the law.

The Attorney-General—There is no dispute, my Lord, except on perhaps minute points. I do not see any evidence as to the poverty of these refugees.

Mr. Potter differed, and pointed out a statement to that effect in the Captain's affidavit.

The Chief Justice—Then it resolves itself into the question whether or not this was a philanthropic mission, within the meaning of The Hague Convention.

Mr. Potter submitted that this was undoubtedly a philanthropic mission, or, in other words, a humanitarian mission, which was what The Hague Convention meant. His Lordship would have to say whether a humanitarian mission was contemplated. If the Court considered that this was a ruse to save the ship from capture or destruction the Court would condemn it as a matter of course.

Argument ensued as to the intended meaning of "philanthropic mission" in the Convention, and the Chief Justice expressed the view that if the representatives of the Powers concerned in the Convention intended such things as the transit of homeless women and children to be included under such mission, it would have been specially provided for in express terms, in the same way as they provided for a hospital ship. It was a big order, so to speak.

The Chief Justice—Take the case of the thousands of helpless, homeless Belgians who have been taken over to England. Was it intended that the ships carrying all these refugees were to be exempt from capture? Surely it would form the subject of distinct provision in the Convention.

Mr. Potter could not see why it should be more distinct than any other provisions.

The Chief Justice—You are quite right to argue it, but I see a very great distinction between the case of the *Paklat* and such a thing as an expedition setting out with the object of exploration and generally in the interests of science. His Lordship, to test Counsel's view, put an extreme supposition. Supposing a band of men made up their minds to slay every white person in Macao, and we sent over men from this Colony to interfere in the interests of those persons, we being a neighbouring port and in possession of Naval and Military forces that Macao had not, that might be a philanthropic mission within the meaning of the Convention.

Mr. Potter—I cannot see that if we intervened in a disturbance in foreign territory we should be undertaking a philanthropic mission. We intervened in the present war, but our intervention could scarcely be called philanthropic.

The Chief Justice—As a matter of fact, we have interfered in the West Indies to put down slavery before even we had acquired the territory. That would be a philanthropic mission.

Mr. Potter contended that if it was philanthropic to send a contingent to protect people who were in danger, it was *a fortiori* philanthropic to take them away out of danger.

The Attorney-General pointed out that the sending away of the women and children on this boat might also have the effect—if his friend were successful—of saving the ship. Had the ship remained in Tsingtau it would in all probability have been destroyed, and had she attempted to escape she would most probably have been captured.

After the tiffin adjournment the Attorney-General analysed the meaning of philanthropy in the following manner: Philanthropy must be philanthropic. A thing might benefit individuals or the community at large or a firm, it might also benefit the world at large, but it did not even then follow that the person doing this was a philanthropist. A merchant's operations might help to build up a town or help to create a town, yet because of this no one would say that the merchant or manufacturer was a philanthropist pure and simple, or that the works he had created in the town were philanthropic institutions. For instance, Messrs. Huntley & Palmer of Reading were no doubt very good people, but no one suggested that their works and things of that kind were purely philanthropic, although they might have philanthropic results in part.

The Chief Justice—Huntley & Palmer's biscuits might be very good, and they might be philanthropists in turning out good biscuits. (Laughter.)

The Attorney-General—But still, they get paid for them, my Lord. Whether an institution is philanthropic and its works savour of philanthropy could not be ascertained by merely looking at whether the results of them were good or bad. Counsel added that there was nothing to show in the evidence that some at least of the people on the *Paklat* had not paid for their passages. They might all have done so and they might not. There was nothing to show that the N.D.L. had not been paid by the passengers by the Tsingtau Government. The Attorney-General then quoted the Oxford Dictionary as to the meaning of the word philanthropy, which was:—

Love to mankind, practical benevolence towards man in general; the disposition or active effort to promote the happiness and well-being of our fellow-men.

He added that by this was meant the element of generality and the element of disinterestedness. The act of philanthropy must be done with a general intention, and also must be done with altruistic motives, and there was no evidence that the taking away of refugees by the *Paklat* was done with altruistic motives at all. He also mentioned that the claim was filed on October 10th, yet no suggestions or reliance was placed on the provision of The Hague Convention until November 20th.

Mr. Potter—When the claim was filed the knowledge we possessed of Prize Law was *nil*.

The section referred to was included in Mr. Shenton's affidavit which read as follow:—

"The owners of the above ship will rely on the act of the Second Peace Conference signed at The Hague on October 18th, 1907, Convention 11, Article 4, which states as follows:—

"Vessels employed on religious, scientific, or philanthropic purposes are likewise exempt from capture."

"From a perusal of the said Final Act of the second Peace Conference, I find that the same has been agreed to by both the United Kingdom and Ireland and by the Empire of Germany."

Dealing with this point Mr. Potter said that the suggestion had been made that before he could utilise The Hague Convention in the way he had he must obtain a passport. His criticism on that was that if he had to secure a pass under The Hague Convention then it was worthless. He also suggested, in view of the fact that the Chief Justice had expressed the difficulty he felt in the case, that judgment should be suspended, until communication had been made with the proper quarters. Then, if the learned Attorney-General at Home said they had no case he would say "condemn the ship." That, he thought, was quite a fair suggestion on his part.

The Chief Justice pointed out that there was no evidence to show whether or not the people on the *Paklat* paid their fares. "It is unfortunate for you, Mr. Potter," he added, "that these people were in a ship which was carrying champagne and wines, luxuries of life."

Mr. Potter—These people were penurious.

The Chief Justice then said he would like to hear more evidence on the point, and he suggested that the Captain of the *Paklat* should be called to speak as to the payment or non-payment of the fares. He also mentioned that, so far, he was against Mr. Potter, though no doubt the additional affidavits or evidence which would be obtained might lead him to change his view.

The case was thereupon adjourned *sine die*.

TELEGRAM.

[Through Reuter's Agency.]

DEATH OF ADMIRAL MAHAN.

London, December 2nd.

The death is announced of Admiral Mahan, of the United States Navy, the well-known writer on Naval subjects.

SMOKING CONCERT AT THE CITY HALL.

ENTERTAINING THE MEN OF H.M.S. "TRIUMPH" AND THE SOUTH WALES BORDERERS.

The sailors of H.M.S. *Triumph* and the rank and file of the South Wales Borderers who took part in the assault on Tsingtau were entertained by the kind thoughtfulness of H.E. the Governor (Sir Henry May, K.C.M.G.) to a Smoking Concert at the City Hall last night. The concert was of a free-and-easy nature and was a pronounced success. Much care had evidently been taken in the compilation of the programme, which was of a most diversified character. Appropriately enough, the first item was the British war song "It's a long way to Tipperary," played by the 25th Punjabis' band and heartily sung by the soldiers and sailors.

Beside His Excellency, who acted as Chairman, there were present H.E. the General Officer Commanding (Major-General Kelly, C.B.), Commodore Anstruther, R.N., C.M.G., Colonel Casson and Major Going and other officers of the Borderers, Capt. Fitz-Maurice (Commander of H.M.S. *Triumph*) the Chief Justice (Sir Wm. Rees Davies, K.C.), the Colonial Secretary (Hon. Mr. C. Severn), the Attorney-General (Hon. Mr. J. H. Kemp) the Puisne Judge (Mr. H. H. J. Gompertz), Hon. Mr. David Landale, Hon. Mr. E. D. C. Wolfe, Hon. Mr. E. R. Hallifax, and Hon. Mr. H. E. Pollock.

During an interval His Excellency said he would like to say that the Colony of Hongkong was proud of H.M.S. *Triumph*, and proud of the South Wales Borderers, and the way in which they fought for the old flag. (Cheers.) His Excellency then entertained the audience with a selection of humorous anecdotes, his Irish "yarns," delivered in his own inimitable way, proving one of the most popular items in an exceptionally good programme.

It would be somewhat invidious to discriminate between the contributors of the various items, but special mention might well be made of the Scotch dances (in costume) of Miss Mary Hyde, who was accompanied on the bagpipes by Mr. P. D. Wilson. Her sword dance was wonderfully well done, and she was enthusiastically applauded. Little Miss Hyde was afterwards presented to His Excellency, who congratulated her, bestowed on her a paternal kiss, and presented her with a large box of chocolates.

The humorous element was naturally predominant, and this was well sustained by Messrs. R. Sutherland, W. A. Hannibal, Corporal Milne and Private Harlow (of the Borderers).

Other contributors were the Hon. Mr. C. Severn, Messrs. H. I. Jones, J. W. England, and C. H. P. Hay (songs), E. Holmes and Kellarman, H.M.S. *Triumph* (duet), and G. Allen, W. Brown, S. Gray, and J. Smith (quartettes). The programme was brought to a conclusion by a strathspey and reel by four members of St. Andrew's Society.

After the singing of "Tipperary," Colonel Casson said they had all been delighted by a most splendid programme, and he would like to thank His Excellency, and, through him, the whole of the Colony, for the kindness and hospitality that had been shown toward them, especially that night. The Borderers had played football and hockey in Hongkong, and had had a jolly good licking, which they didn't mind. But they were now going to play another game—(Voices: "And win."). He did not think their appreciation could be shown in a more effective way than by three good old English cheers.

Cheers were then given for His Excellency and, after the singing of the National Anthem, for the King, after which the audience dispersed to the strains of the inevitable "Tipperary."

HONGKONG FOOTBALL ASSOCIATION.

PRINCE OF WALES' FUND COLLECTION.

As already briefly announced, the above collection last Saturday resulted in the sum of $254.70 being handed over to the Hon. Treasurer of the local Fund. This must be accounted as extremely satisfactory, seeing that the stand receipts were the property of the H.K. Football Club. The contents of the boxes ranged from a fifty-dollar cheque to English halfpennies, German coins from Tsingtau, and pearl buttons! The expenses were *nil*.

The Committee of the Hongkong Football Association wish to thank the Colonel and Officers of the South Wales Borderers for so willingly placing the team at their disposal and for their attendance at the match; the team for turning out and playing such a clean, fast, and sporting game; the H.K.F.C. for allowing the collection to be made; Mr. E. W. Hamilton (Navy), Sergt. Smith (R.G.A.), and Mr. J. Stalker (H.K.F.C. Captain) for assisting in the collection and subsequent checking; Mr. Arthur Course (the generous donor of the cheque above referred to); and the crowd generally for the manner in which the claims of such a cause were everywhere met.

THE WAR.

[THROUGH REUTER'S AGENCY.]

THE OPERATIONS IN POLAND.

GERMANS CLAIM TO HAVE BROKEN THROUGH THE RUSSIAN RING.

ALSO TO HAVE CAPTURED TWELVE THOUSAND RUSSIANS AND TWENTY-FIVE GUNS.

LONDON, December 2nd.
2.35 a.m.

The first admission that the Germans in Poland had been cut off is contained in a Berlin *communiqué* issued last evening.

It says that a portion of the German Army east of Lodz while attacking the right flank and rear of the Russians was seriously threatened on its own rear by strong Russian reinforcements from the East and South.

The Germans retreated and in a fierce battle, lasting three days, broke through the Russian ring, capturing 12,000 prisoners and 25 guns without themselves losing a single gun.

The German losses, the *communiqué* adds, were naturally not light, but they were not colossal.

THE LATEST RUSSIAN REPORT.

BRIGADE OF PRUSSIAN GUARDS AND FIVE BATTERIES PUT TO FLIGHT.

LONDON, December 2nd.
4.55 a.m.

An official statement issued at Petrograd says:—

The enemy in the district of Lowicz on Monday directed attacks on our Brelavy-Sobota front.

Our offensive north of Lowicz was successful.

Action in the Lodz district was confined to cannonading and reconnaissances.

Our Left Wing discovered a concentration of the enemy from Kaliscz towards Sieradz, the result of reinforcements brought by train from the west.

The enemy on Monday attacked from Sieradz and our vanguards were engaged in a desperate battle all day in the region of Laska (?Lask.)

We took measures to meet the new situation, captured Szertsoff, and put a brigade of Prussian Guards and five batteries to flight.

We have captured at Plock (on the Vistula) five steamers and five barges laden with stores and munitions.

THE OPERATIONS IN FRANCE AND BELGIUM.

LONDON, December 1st.

A Paris *communiqué* states that there has been a somewhat lively cannonade in Belgium, but no German infantry attacks.

The enemy has continued to show somewhat greater activity northward of Arras. There has been an intermittent cannonade along the whole of the front at Aisne, and also further fighting in Argonne without changing the situation.

There is nothing to report in the Woevre or the Vosges.

LONDON, December 2nd.

The evening Paris *communiqué* states:—

The German infantry in Belgium attempted unsuccessfully to emerge from the trenches south of Bixschoote.

Between Bethune and Lens we carried Chateau Park, Vermelles, by assault after a somewhat hot encounter.

In Argonne we advanced appreciably in the woods of La Grurrie.

On the remainder of the front there is nothing to report.

[TELEGRAMS FROM THE BRITISH FOREIGN OFFICE.]

SIR JOHN FRENCH AND HIS ARMY.

In his recent Despatch Sir John French said the courage and tenacity of the British troops in unparalelled circumstances was beyond all praise. Their dogged defence of Ypres in face of tremendous odds would remain as one of greatest military achievements of modern times. The Territorial regiments engaged had shown qualities which justified the highest hopes of the Territorial forces as a whole. The Indian troops had shown marvellous adaptibility and resource and by clever ruses had often held at bay superior enemy forces. The co-operation between the British and French testified to the mutual goodwill and appreciation existing between the two armies.

[THROUGH THE HAVAS AGENCY.]

LONDON, November 30th.
6.50 p.m.

In Belgium the enemy has gathered for defence, and the cannonading has slackened. We progressed at several points, and are keeping strongly all others already acquired.

In the Soissons district there was intermittent cannonading.

Several attacks by the enemy in Argonne were repulsed. In Woevre the Germans bombarded the Apremont Forest.

GERMANY'S WAR POLICY.

A Yellow-book just published completes the Allies' documents concerning the outbreak of the war It gives a denial to the German publications, and produces a strong and indisputable impression that the actual crisis was the consequence of the tenacious policy of Germany in resolutely seeking war during the past ten years.

[THROUGH REUTER'S AGENCY.]

KING GEORGE WITH THE BRITISH FORCES.

HISTORIC GATHERING AT THE HEADQUARTERS.

LONDON, December 2nd.
4.40 p.m.

A telegram from Paris says that intense enthusiasm was shown in Northern France when His Majesty the King and President Poincaré visited the British forces, motoring to the scene amidst the joyous cheers of the populace.

Afterwards His Majesty gave a dinner at the British Headquarters. A historic gathering included President Poincaré, M. Viviani (French Premier), General Joffre, the Prince of Wales, Field-Marshal Sir John French, and General Duparge.

When His Majesty and President Poincaré met they had a long and most cordial conversation. They minutely inspected the means of supplying provisions to the Army.

AMIR OF AFGHANISTAN AND TURKEY.

LONDON, December 1st.

A message from Delhi states that the Amir of Afghanistan has sent a most cordial letter to the Viceroy regretting that Turkey is warring against Great Britain and says this has further strengthened Moslem opinion of Turkey's folly in joining with Germany.

INDIAN TROOPS IN ACTION.

GERMAN ATTACK BEATEN AND BROKEN.

DEADLY BAYONET CHARGE.

HOW A CAPTURED TRENCH WAS RE-WON.

Telegraphing from Northern France on October 27th, Mr. W. T. Massey sends to the *Telegraph* a thrilling account of the entry of our Indian troops into the great battle. Mr. Massey writes:—

In the period of the battle covering last week there were many anxious times as well as moments when the Allies looked to be on a definitely-marked road to victory. That which seems obvious does not always come off, and in fighting where the progress of a mile must be counted splendid, many unforeseen checks occur.

As an illustration I may mention that at the end of last week there was an hour or two of trouble not very far from La Bassée, but what looked like a terribly severe blow to British arms—not a hit that meant defeat, but a dangerous incident—was turned into the almost complete annihilation of the vast attacking force of Germans.

AN AVALANCHE OF MEN.

Suddenly an "avalanche of men"—I use the words of my informant—fell upon a section of the line near La Bassée. Rank after rank of the oncoming mass was wiped out by the fire of our entrenched infantry, but as one man fell another took his place. The rush was irresistible, and the trench was carried, the men in it doing their duty to the last. Troops were hurried up to reinforce, but before they could repair the broken line a horde of Germans had rushed forward, confident, no doubt, that they had found the way to the coast. They had a rude awakening.

The supports of the British line were Indian troops. It was the first time they had been in action in the campaign. They had been thirsting to prove their quality. For days they had heard, at no great distance, the roar of guns, and had watched the puffs of bursting shrapnel. It had interested them, and had whetted their appetite for a soldier's work, and right well they acquitted themselves. If any one had any fears as to how the Indian troops would behave against disciplined Europeans—and the history of the native regiments should have prevented any misgivings—their doubts should now be dispelled, for the turbaned warriors displayed a bravery and dash equal to anything done in this war. Could there be higher praise?

TERRIBLE WORK WITH THE BAYONET.

It was forward with the bayonet. No Frenchman who loves "La Rosalie" could have met the foe with greater eagerness. In an instant, my friend tells me, the issue was decided. The German advance was not checked and stopped; it was beaten and broken. The enemy turned to retreat. The Indians ran through them, using the steel in their own workmanlike fashion, and pouring the foe back to receive right and left the fire of British infantry who awaited their coming.

Up to the trench which the Germans had gained it was slaughter. The Indians did not stop at the trench they re-won for the Allies, but, leaping it, pursued the enemy down a hill until their officers thought it prudent to re-call them. In returning they passed over a bloody field, just as proud of the part they had played for the Empire as the British Tommies were of them.

Round about Ypres, where sterling work has been done, the story of the Indian troops' baptism of fire will be heard with peculiar pleasure. In that neighbourhood are fighting many battalions who have soldiered side by side with native regiments. They know what to except of them, and they longed for the opportunity which would give their comrades a chance of showing their mettle.

Never has there been such slaughter in this bloody war before. Twenty thousand dead and wounded Germans, according to the computation of a Staff officer, cumbered the ground—nearly half the attacking force—while our losses did not exceed 2,000.

"NEVER SUCH SLAUGHTER BEFORE."

Mr. B. J. Hodgson, of the Central News, describing the charge, says:—

For a moment there was a wild scrimmage. The Sikhs and the Gurkhas gave the enemy a few rounds "rapid," and then swung into them with the utmost fervour. Back past our own evacuated trenches, through the German trenches, up the little slope behind which they had collected, and down the reverse went the grey-coated Teutons, while Sikh bayonet and Ghurka kukri played havoc among their disordered ranks.

"THE ENGLISH *ARE* A COOL LOT."

A GERMAN OFFICER'S TRIBUTE.

BERGEN, October 18th.

One of the frankest tributes yet paid to the superlative ability of the British soldier is that of a German officer who has been conversing with a well-known Dane. In September this gentleman undertook a long business journey through North and Central Germany and a deeply interesting letter of his is published by the *Bergens Annonce Tidende*.

What the officer, a member of the German General Staff, said in an interview is set forth as follows:—

The Frenchmen are lively soldiers, smart in their movements, always ready to run to and fro; good at bayonet attacks where they can make progress, but no good in bayonet attacks when luck is against them. Nevertheless they must be said to be a useful factor in hand-to-hand fighting. Their temperament is fiery and, what I did not know before, they are cunning. Their artillery appears to be as good as ours. Here the Danish merchant broke in with "What! Better than the Germans?" Officer (smiling): "Well, let it go at that! They aim well, both with cannon and rifle. They are better soldiers than we expected."

But for real endurance they cannot be compared with the elite of the Allies' troops—the English.—Yes, the English have prepared a surprize for us in this war, especially in the battles in North France.

BEST WHEN LUCK IS BAD.

The Englishman is cool, indifferent to danger, and to the dispensations of Providence. He stays where he is commanded. He shoots magnificently, extraordinarily well. He is good at bayonet attack, better than the Frenchman, and, if I may say so, good in another way, for it is during those bayonet attacks when luck is against him that he is at his very best. His endurance and marksmanship make him an opponent of high rank. But it is the English we try to hit hardest in this war.

After we had broken through the French positions on the Belgian frontier and had got Joffre's army on the move towards the south the German army's advance appeared to be checked. It was General French's army that had stayed the retreat. We ordered the English lines to be stormed. Our troops dashed into them with fixed bayonets, but our efforts to drive the English back were in vain. They are very good at resisting a bayonet attack. The English are strong people, athletic, and well developed. So we decided to shoot them down, but we found that they aimed remarkably well. "Every bullet found its billet," as they say.

We ordered our best shots to tackle them, but the result was not in our favour. Then we got all our artillery at work that could be spared against them. We swept the English positions with a rain of shells—a regular bombardment. When the firing ceased we expected to find the English had fled. The English artillery cannot be compared with ours or the French, and we soon silenced it. We had not heard from the English for an hour.

But how can I describe our astonishment? Beyond the shell-swept zone we saw English soldiers' heads moving and they began to use their rifles again as soon as the coast was clear. The English *are* a cool lot! We had to assault again and again, but in vain. We were in fact repulsed after having literally surrounded them. Their perseverance and pluck had gained their just reward. The retirement could now be carried out in an orderly way. All risk of catastrophe to the retreating army was averted.

Even the sight of the wounded surprised us and commanded our respect. They lay so still and scarcely ever complained.

HONGKONG TRAMWAY CO., LTD.

The following are the Company's figures for week ending 28th November:—

Receipts	$ 8,984
Decrease compared with corresponding week last year	$ 1,749
Aggregate to date:—	
No. of weeks	48
Total	$537,756
Increase to date	$ 29,082

WAR NEWS.

THE SIEGE OF TSINGTAU.

INTERESTING INTERVIEW WITH AN ASSOCIATED PRESS CORRESPONDENT.

Mr. A. M. Brace, the correspondent of the Associated Press who went through the siege of Tsingtau, has arrived in Peking and is remaining here for a few days. He brought relief to several of the Germans in Peking who had not hitherto known whether their relatives and friends among the garrison were alive and well. He brought to Peking also the first news of the German losses, which he believes amounted to 170 men killed and between 500 and 600 wounded.

Mr. Brace says that the Germans held the place as long as it could have been held, longer, in fact, than they believed they could. The Japanese could have taken it by an infantry assault at any time, and the Germans realised this. But the attackers preferred to make the positions of the besieged untenable, and for a week before the capitulation they threw upon the forts and into the trenches shells of all sizes from 140 land guns as well as from those of the fleet outside the harbour. When the final infantry attack came the trenches of the allies had been worked by the sappers and miners up to a very close position, and shells were poured upon the German infantry lines till the Japanese infantry were within a few yards of the German trenches. In one case, when the Germans at a certain redoubt opened the door of their bomb-proof shelter in order to get back into what remained of their trenches—this was when the Japanese artillery fire had abated—they found themselves faced by a machine gun.

When the Japanese were through the last infantry line they were practically within the town and behind the fortresses, most of which had expended all their ammunition. The guns of Fort Bismarck were exploded by volunteers of the garrison immediately before the Japanese sealed the fortifications.

The Germans and Austrians destroyed their munitions of war, nearly all their guns, nine gunboats and torpedo-boats, the Austrian cruiser *Kaiserin Elisabeth*, and the floating dock; and sunk three merchant ships in the mouth of the inner harbour. They did not, however, destroy the harbour works.

The Japanese infantry were into the town almost before the white flag was hoisted. Some of the privates indulged in looting for a while during the first morning, but their officers soon got them in hand; and Mr. Brace was told by one of the Japanese officers that 40 of their men had been court-martialled and shot for looting. Except for this incident the Japanese conducted the campaign according to all the recognised rules of warfare, going unnecessarily out of their way at times to be courteous to the Germans even before the surrender. The Japanese soldier believed he was fighting to pay off an old score, the participation of Germany with Russia and France in "advising" Japan to evacuate Port Arthur after the war with China.

Against the British the hostility of the Germans was directed with intense feeling. They found more pleasure in hitting the *Triumph*, than they would in sinking a Japanese ship, and they directed their fire with greater zeal against the British camp than against the extended lines of the Japanese.

The Japanese delayed Mr. Brace for a week before letting him (or any of the other correspondents, or those who were with them) take their leave from Tsingtau after the fall. But they showed him many courtesies.

Mr. Brace had several exciting adventures, one being with a Japanese soldier whose capacity for German beer was not equal to that of the gentleman whose cellar he had got into. This heavily-laden soldier wanted Mr. Brace to help him carry other articles which he had appropriated, but a Japanese officer arriving on the scene took the soldier in charge, letting him understand that Mr. Brace was not a coolie.

An incident that occurred in the German Club is worth repeating. While the usual gathering of members were there at lunch one day, Japanese and British shells began bursting in nerve-wracking proximity. One gentleman instinctively rose to his feet, but another promptly lifted his glass and began a song, which was taken up by the assembly. The tiffin was finished to music that would have drowned that of a Chinese theatre.—*Peking Gazette.*

CHILDREN AND OLD MEN IN THE GERMAN RANKS.

One of the English newspaper correspondents writing of the battle of Yser at the end of October says:—In the latest draft of German prisoners there are bearded patriarchs with spectacles; boys of sixteen years. Among the dead on Dixmude's streets on Sunday was a man whose papers showed him to be seventy years old. Among the batch of prisoners caught in the night fighting was a boy of fifteen, a tall, slim boy with the flat Teutonic face and head. He was seized just as he tried to fire afresh and was hurled to the ground with a crash by the arm of a little thick-set Belgian. An officer saw he was a boy and lifted him up. He was terror-stricken. "What made you join the Army to fight us?" he asked him. "I did not do it, sir," he said. "Five days ago I was at school."

The presence of children and old men in the German ranks suggests an approach to the end of Germany's tether in Northern Belgium. Another thing that struck me as evidence of a falling-off in Germany's wonderful war efficiency was that on a patch of road not far from St. George's there are twenty-four German shells buried in the road. Of these only one has exploded. Gunnery mishaps of this sort were not evident earlier in the week. The holes, big as graves, with which the roads and fields near the Yser banks are pitted show only too well the force of Germany's earlier shell fire.

INTIMATIONS

AWFUL ITCHING FROM ECZEMA

Suffered for Eight Years. Started On Arms and Hands. Irritation Unbearable. Spread Rapidly. Cuticura Soap and Ointment Healed.

Whitehall Court, Aylesbury, Bucks, Eng.—"I suffered with eczema for eight years. It started on my arms and hands in little spots and pimples and the irritation was unbearable especially at night. It affected me very much in my work as I had to lose a lot of time owing to my arms and hands being bandaged up. So much irritation was caused that it was a misery to me and it spread very rapidly till it was a mass of running sores. At night the itching was awful; it nearly set me mad. It was very unsightly; I was ashamed to see people see my hands.



"I tried remedies and took treatment but to no purpose; they did me no good at all. So at last I thought I would try a sample of Cuticura Soap and Ointment which I did and found relief after the first application. I had three boxes of Cuticura Soap and Ointment and they effected a complete cure leaving my arms clear of any blemish." (Signed) G. W. Tayler, Jan. 26, 1914.

Samples Free by Post

Cuticura Soap and Cuticura Ointment do so much for poor complexions, red, rough hands, and dry, thin and falling hair, and cost so little, that it is almost criminal not to use them. Sold throughout the world. Sample of each with 32-p. Skin Book free from nearest depot. Address: F. Newbery & Sons, 27, Charterhouse Sq., London, or Potter D. & C. Corp., Boston, U. S. A.

[96-17

A NEW PAINT FOR THE EAST.

"CYGNITE"

(Registered).

"CYGNITE" is a new white paint ready for the brush specially prepared for Tropical climates.

IT is common knowledge among users of White Leads and Zincs that they will not stand outside exposure in hot climates.

"CYGNITE" does not assume that glassy condition of White Zinc or the powdering off effect of White Lead.

"CYGNITE" is ideal for Household or Hospital, Yacht or Bungalow decoration.

Stocked by the manufacturers in handy pots of 7lbs. nett.

WILKINSON, HEYWOOD & CLARK LD.

(HONGKONG BRANCH),

ALEXANDRA BUILDING.

Telephone: 763.

Hongkong, 17th November, 1914. [1383-1

CALDBECK, MACGREGOR&Co.

(ESTABLISHED 1864.

SOLE AGENTS FOR

FALCON LAGER BEER

GOOD

CHEAP

NOT "MADE IN GERMANY."

SAMPLES FREE.

WHY NOT TRY IT?

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, special business matter* THE MANAGER.

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P.O. Box 33. Telephone No. 12.
Codes: A.B.C. 5th Ed., Lieber's.
Telegraphic Address: "PRESS."

NEW ADVERTISEMENTS

HONGKONG GYMKHANA CLUB.

THE FIFTH GYMKHANA MEETING of the Season will be held at HAPPY VALLEY on SATURDAY, the 5th December, 1914, commencing at 2.45 P.M.

The Charge of Admission will be $1 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half-Price.

The Committee invite the Ladies of Hongkong to be present.

GATE MONEY taken at the GYMKHANA will be given to the PRINCE OF WALES' FUND, WITHOUT ANY REDUCTION FOR EXPENSES.

It is hoped therefore that Members of the Jockey Club and others who have hitherto enjoyed the privilege of free admission will pay on this occasion, as every Dollar paid for a Ticket is a DIRECT GIFT TO THE FUND.

Hongkong, 3rd December, 1914. [1410

NOTICE.

MESSRS. CLARK & Co., Opticians, beg to advise that owing to the withdrawal from the Firm of one of the Manila Partners, all Accounts due the Firm that are over one month in arrears, *i.e.*, contracted previous to 1st November, 1914, should be paid before 1st of January, 1915. All old accounts not so paid will be collected after that date by the Firm's Solicitors.

CLARK & Co.,
Per H. O. HAYNOR, Managing Partner.
Hongkong, 2nd December, 1914. [1411

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

THE HONGKONG AGENCY of the above Company with their EAST ASIATIC STEAMSHIP LINE has been taken over by us.

THORESEN & Co.
Hongkong, 3rd December, 1914. [1413

SALE OF WORK

IN AID OF THE CHURCH FUNDS
will be held
at
UNION CHURCH.
on
WEDNESDAY, DECEMBER 9TH,
AT 3 P.M.

ADMISSION FREE.

CONCERT
AT 9 P.M.

TICKETS $1.00
Hongkong, 3rd December, 1914. [1414

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE, Furnished.
Apply— H. E. POLLOCK,
5, Queen's Road.
Hongkong, 3rd December, 1914. [1412

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"KWONGSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 3rd inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, 2nd December, 1914. [11

WANTED FOR THE PEAK.

EXPERIENCED NURSE; one little Girl aged 4.
Apply— MRS. DODWELL,
103, The Peak.
Hongkong, 1st December, 1914. [1403

HONGKONG CLUB

NOTICE.

THE position of COMPRADORE to the above Club will become Vacant Shortly.

Applications for same should be made to the Undersigned.

JAMES CRAIK,
Secretary.
Hongkong, 28th November, 1914. [1399

FRENCH LESSONS

G. MOUSSION,

15, MORRISON HILL ROAD.

[1176

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations:—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster,
HERBERT L. BEER, L.P.C.
1343]

INTIMATIONS

G. R.

SANITARY BOARD OFFICE,
HONGKONG.

To the
OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the CENTRAL Division of the City of Victoria, and the WESTERN Division of Kowloon, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of December and January.

N.B.—The word "throughout" used in this Notice means that the Houses should be Limewashed in respect of all the Walls of each Room, all Cubicles, Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls Limewashed up to the level of the First Floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed, but must be Cleansed.

The CENTRAL Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverly Street on the West.

Kowloon is divided into the EASTERN and WESTERN Divisions by Nathan Road and a straight line drawn from the North end through the Yaumati Service reservoir to the Northern boundary of Kowloon.

Dated this 1st day of December, 1914.

W. BOWEN-ROWLANDS,
Secretary.
1405]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.
Address— NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 30th July, 1914. [992

YEW LEE.

AH CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS and COMPRADORES,
15, LEE YUEN STREET, WEST.
Telephone No. 1230.
Hongkong, 27th October, 1914. [1295

JUST RECEIVED:

Fresh Supply of

VEGETABLE AND FLOWER SEEDS.

GRACA & CO.
PEDDER ST. (Hongkong Hotel Building).
[1204

SINGON & CO.
ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers, Nos. 35 and 37, HING LOONG STREET 2nd St. West of Central Market).
Telephone No. 515. [45

TO LET

TO LET.

NO. 9, MOUNTAIN VIEW, PEAK.

21, CONNAUGHT ROAD CENTRAL.
Nos. 15, 16 and 17, SHOPS, (Connaught Road).
Apply to—
M. J. D. STEPHENS,
18, Bank Buildings.
Hongkong, 27th November, 1914. [1254

TO LET.

NO. 5, CONDUIT ROAD—Repaired, Repainted and thoroughly Renovated. Complete installation of Electric Lights, including Fittings. Can be occupied immediately.

RICHMOND HOUSE, 11, Robinson Road—Now under repair. Can be renovated and repainted to suit tenant's taste. Garden and Tennis Court.

For further particulars apply to:—
H. M. H. NEMAZEE,
10, Des Vœux Road.
Hongkong, 3rd November, 1914. [1319

TO LET.

GROUND FLOOR and FIRST FLOOR of 49, Pottinger Street. Near Central Police Station.
Apply within.
Hongkong, 1st December, 1914. [1404

TO LET.

NO. 19, BELILIOS TERRACE.

"KIRKENDOA" Furnished, No. 192, Plantation Road, Peak.

"BEACONSFIELD," Battery Path.

No. 59, THE PEAK (5 CAMERON VILLAS)

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 30th October, 1914. [1174

TO LET.

OFFICES in ST. GEORGE'S BUILDING, Second Floor, Overlooking Harbour, immediate possession.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [1097

INTIMATIONS

LANE, CRAWFORD & Co.

(TELEPHONE 1741.)

MEN'S UNDERWEAR, SHIRTS, PYJAMAS, SOCKS, DRESSING GOWNS, OVERCOATS, ETC.,

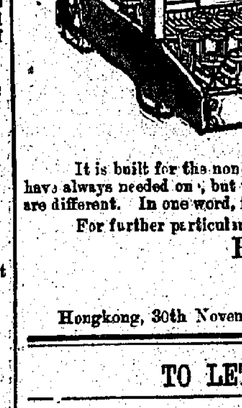
AT MOST MODERATE PRICES.

MEN'S LONDON MADE



PYJAMAS IN ALL SIZES. RELIABLE QUALITIES.

COTTON AND WOOL	(Medium Weight)	...	$4 and $5 Per Suit.
CEYLON	Light	„	... 6.50 „
CEYLON	Medium	„	... 7.50 „
TWILL CEYLON	Heavy	„	... 8.00 „
AN (TWILL	Medium	„	...11.00 „
W CREPE	Medium	„	... 8.00 „
VIVELLA	Tropical	„	...10.50 „



SHIRTS LONDON MADE. LATEST STYLES.

COLOURED TUNIC SHIRTS$3.00 to $4.00 each.
WHITE TUNIC STIFF CUFFS 3.50 each 6 for $19.50
„ „ SOFT DOUBLE CUFFS 4.00 „ 6 for 22.00
VIVELLA SHIRTS 5.00 to 7.00 each.

DRESS SHIRTS

SOFT PLEATED FRONTS$4.00 each 6 for 22.00
STIFF FRONTS (all styles) 3.50 to 5.00 each.

ORDERS BY POST RECEIVE PROMPT ATTENTION.

LANE, CRAWFORD & CO.
[39

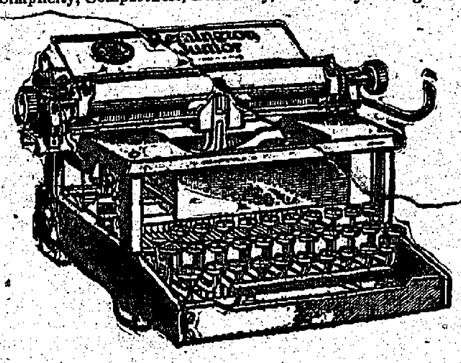
REMINGTON JUNIOR.

"A LONG FELT WANT SUPPLIED AT LAST."

"THE REMINGTON JUNIOR."

PORTABLE TYPEWRITER FOR TRAVELLERS, SMALL RETAILERS, DOCTORS, CLERGYMEN, AND OTHER PROFESSIONAL MEN, ETC., ETC.

SPECIAL FEATURES:
Simplicity, Compactness, Durability, Portability. Weight 16 lbs., in leather travelling case 21 lbs.



The Remington "JUNIOR" is a Typewriter of true Remington quality, but is smaller, lighter and more compact and portable than the Standard Remington Model. It embodies the latest Remington ideas in Remington construction, visible writing, back spacer, automatic ribbon movement, improved paper feed, and release, etc., etc.

It is swift and easy, does beautiful work and is so simple in construction that its skilled operation is quickly learned by anybody. No lessons needed. Though just as well made as any of the regular models, its price is only about half of the Standard Models.

It is built for the non-user, for the immense army of people who need a Typewriter and have always needed one, but who would not get the Standard Models because their requirements are different. In one word, it is built for people who will operate their own Machine.

For further particulars, catalogues, etc., apply—

REMINGTON TYPEWRITER CO.
(INCORPORATED), NEW YORK.
HONGKONG AGENCY, QUEEN'S BUILDINGS.
Hongkong, 30th November, 1914. [1398

TO LET

TO LET.

OFFICES in Hotel Mansions.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 6th November, 1914. [1329

TO LET.

NO. 163, THE PEAK, "THE KENNELS."
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st December, 1914. [1231

TO LET—FULLY FURNISHED.

NO. 5, MORRISON HILL. Immediate Possession.
Apply—
HARRY WICKING & Co.
Hongkong, 29th October, 1914. [1303

TO LET.

FLATS in Humphrey's Buildings and Nathan Road, Kowloon.

SIX-ROOMED HOUSE in Minden Row.

FOUR-ROOMED HOUSES at Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 12th November, 1914. [1345

TO LET

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.
1, HILL SIDE, 110, THE PEAK.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply, etc.,
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.
Hongkong, 1st December, 1914. [1061

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS. Including a Fine Commodious Suite.
Apply— SECRETARY,
A. S. WATSON & Co., LTD.
Hongkong, 23rd October, 1914. [923

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.
GODOWN, No. 9, Ice House Street.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st December, 1914. [838

TO LET.

RAVENSHILL WEST, No. 3, Park Road, Tennis Court.
Apply to—
DEACON, LOOKER, DEACON & HARSTON,
Hongkong, 29th October, 1914. [1305

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed Yen 10,000,000
Capital Paid-up „ 8,750,000
Reserve Funds „ 3,790,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES.

Amoy	Kiukiang	Shanghai
Batavia	Kobe	Singapore
Bombay	London	Swatow
Calcutta	Manila	Taichu
Canton	Moji	Tainan
Dairen	Nagasaki	Takow
Foochow	Newchwang	Tamsui
Hongkong	New York	Tokyo
Kagi	Osaka	Yokohama
Keelung	San Francisco	Etc.

HONGKONG OFFICE.
8, DES VŒUX ROAD.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 10th October, 1914. [1311

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling
£1,500,000 at 2/- —$15,000,000
Silver... $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. LANDALE—Chairman.
W. L. PATTENDEN, Esq.—Deputy Chairman
S. H. Dodwell, Esq. | P. H. Holyoak, Esq.
G. T. M. Edkins, Esq. | J. A. Plummer, Esq.
C. S. Gubbay, Esq. | Hon. Mr. E. Shellim

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balances.

ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

N. J. STABB,
Chief Manager.
Hongkong, 11th November, 1914. [15

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital£1,500,000
Subscribed „ 1,125,000
Paid-up „ 562,500
Reserve Fund 465,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. B. LINTON,
Manager.
Hongkong, 10th July 1913. [149

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital...£1,200,000
Reserve Fund£1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 8th June, 1914. [1434

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 2nd November, 1914. [16

NEDERLANDSCH-INDISCH HANDELSBAN
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 19,207,900 (£1,659,000)
Reserve Fund Fl. 7,765,500 (£647,125)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. A. DUNLOP, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 17th November, 1914. [21

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: Wall Street, New York.
LONDON OFFICE: Bishopsgate, E.C.

BRANCHES:

Bombay.	London.
Calcutta.	Manila.
Canton.	Panama.
Cebu.	Peking.
Colon.	San Francisco.
Hankow.	Shanghai.
Hongkong.	Singapore.
Kobe.	Yokohama.

CAPITAL PAID-UP (U.S. Gold) $3,250,000
RESERVE FUNDS 4,060,000
(Gold) $7,310,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL,
Manager
2, Queen's Road,
Hongkong, 22nd October, 1914. [959

THE

BANK OF CHINA.

GOVERNMENT BANK.

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)

Authorised Capital $60,000,000.
Paid-up Capital $10,000,000.

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:

SHANGHAI: NANKING: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow. HANKOW: Shashi, Ichang, Nanchang. TIENTSIN: Paoting, Tongshan, Luanhsien, Tsanghsien, Hsingtai. HANGCHOW: Wenchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo. KAIFENG: Changteh, Sinyang, Loho, Chowkeu. TSINAN: Chowtsun, Tunhsien, Linchi, Linteing, Tsinien, Yihtuh, Huiming, Chefoo, Tsingtao. TAIYUAN: Yuncheng. FOOCHOW. CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung. CANTON. KUEIYANG. PEKING: Kuoihua, Suiyuancheng, etc., etc.

CANTON BRANCH:

Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home exchange.

Hongkong, 13th October, 1914. [1243

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, IMMINGHAM, LONDON AND STRAITS.

THE Steamship
"GLENROY,"
Captain H. W. L. Holman, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 3rd Dec., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Dec. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 26th November, 1914. [1395

TOYO KISEN KAISHA.

S.S. "SHINYO MARU."

FROM SAN FRANCISCO, VIA HONOLULU, JAPAN PORTS AND MANILA.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on the 2nd Dec., at NOON, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No Claim will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 9th Dec. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on the 9th Dec., at 10 A.M.

All Claims must be filed on or before 19th Dec., otherwise they will not be recognised.

O. WURIU,
Acting Agent.
Hongkong, 30th November, 1914. [1406

Calder Palmer & Co.
The Wine Merchants of the East

NAPIER JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.
[63

HAVE YOU A BAD LEG



With Wounds that discharge or otherwise, perhaps surrounded with inflammation and swollen, that when you press your finger on the flesh the dimple leaves the impression under the skin you have tried. Perhaps which defies all the remedies you swollen, the joints your knees are same with the ankles round which the skin may be discoloured, or there may be wounds; the disease. If allowed to continue, will deprive you of the power to walk. You may have attended various hospitals and been told your case is hopeless, or advised to submit to amputation. I don't say perhaps, but I will cure you. I don't say perhaps, but I will.
Send to the Drug Stores for a Box of
GRASSHOPPER
OINTMENT and PILLS, which is a certain cure for Bad Legs, Poisoned Hands, Ulcerated Joints, Housemaid's Knee, Carbuncles, Snake and Insect Bites, &c., &c. English Prices, 1/1½ and 2/9 each. See Trade Mark of a Grasshopper on a Green Label. Prepared by ALBERT, Albert House, 73 Farringdon Street, London, England.
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[1346

MARTIN'S
APIOL & STEEL PILLS
for Ladies
A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free 2/-. MARTIN, Chemist, Southampton, Eng.
MARTIN'S
APIOL & STEEL PILLS
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FOR NERVOUS EXHAUSTION



LOSS of MEMORY and DEBILITY and to feed the NERVES
CHAPOTEAUT'S
PHOSPHO-GLYCERATE OF LIME
It increases vital energy and nerve force, cures *Neurasthenia, Dyspepsia, Insomnia,* and *nervous diseases* in adults and children.
IN CAPSULES, IN WINE, AND IN SYRUP
[23-41

THE NEW FRENCH REMEDY. No.1 No.2 No.3
THERAPION price 2/9 leading Chemists. CURES
BLOOD POISON, KIDNEY, BLADDER, URINARY DISEASES, DISCHARGES, WEAKNESS, FILES. SEND STAMP ADDRESS ENVELOPE FOR FREE BOOKLET TO DR. LE CLERC MED. CO. HAVERSTOCK RD, HAMPSTEAD, LONDON, N.W. PARIS DEPOT: 12, RUE CASTIGLIONE. NEW YORK DEPOT: 60, HUDSON ST.
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TRY NEW DRAGEE (SUGAR) SIZE OF PEA. SAME SAFE AND LASTING CURE.
THERAPION
SEE THAT TRADE MARKED WORD 'THERAPION' IS ON BRIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKING

PASSENGERS.

ARRIVED.

Per *Prometheus*, from Bangkok, Capt. Hendsen and Miss Cornelinsen.

Per *Haitan*, from Swatow, etc., Mr. J. O. Oswald, Mr. J. Carr Ramsay.

Per *Kwongsang*, from Calcutta, etc., Mr. G. A. Fraser and Mr. W. Tough.

Per *Hirano Maru*, for Hongkong, from Singapore, etc., Mr. and Mrs. Bowley and 2 children, Mr. and Mrs. B. Rowlands, Mr. and Mrs. Weill and 4 children, Rev. and Mrs. Matthews, Mr. and Mrs. Balliste, Mr. Brayshay, Mrs. Pattenden and infant, Mr. Chapman, Mrs. Jaques, Mr. Parker Rees, Mr. C. A. Peel, Mr. Thomas Ramsay, Mr. G. Edwards, Mr. J. W. Barber, Mr. M. Sharp, Mr. Fleming, Mr. McRuchern, Mr. E. Hauchins, Miss Henderson, Miss Davis, Miss W. Boney, Miss Byrne, Miss Walker, Mr. and Mrs. J. Hobden and child, Dr. and Mrs. Yin and 2 children, Miss E. M. Fleming, Mr. J. J. Judah, Mr. G. Roberts, Mr. Faithful, Mr. P. C. Yeh, Mr. A. Saphiere, Mr. T. Saphiere, Mr. A. F. Giles, Mr. A. Rus, Mr. Knowles, Mr. E. Collis, Mr. R. S. Smith, Mr. F. M. S. Baker, Mr. C. Finch, Mr. M. G. Hayes, Mr. W. E. Clay, Mr. E. Livesay, Mr. H. M. Butcher and Mr. D. Brown.

THE WORK OF THE BRITISH SUBMARINES.

The following is the dispatch of Commodore Roger J. B. Keyes, C.B., M.V.O., on the work of the submarines, published by the Admiralty last month together with the dispatches we printed yesterday on the fight in the Heligoland Bight:—

H.M.S. *Maidstone*,
October 17th, 1914.

SIR,—In compliance with Their Lordships' directions, I have the honour to report as follows upon the services performed by Submarines since the commencement of hostilities:—

Three hours after the outbreak of war, Submarines *E.6* (Lieutenant-Commander Cecil P. Talbot), and *E.8*. (Lieutenant-Commander Francis H. H. Goodhart), proceeded unaccompanied to carry out a reconnaissance in the Heligoland Bight. These two vessels returned with useful information, and had the privilege of being the pioneers on a service which is attended by some risk.

During the transportation of the Expeditionary Force the *Lurcher* and *Firedrake* and all the Submarines of the Eighth Submarine Flotilla occupied positions from which they could have attacked the High Sea Fleet, had it emerged to dispute the passage of our transports. This patrol was maintained day and night without relief, until the *personnel* of our Army had been transported and all chance of effective interference had disappeared.

These Submarines have since been incessantly employed on the Enemy's Coast in the Heligoland Bight and elsewhere, and have obtained much valuable information regarding the composition and movement of his patrols. They have occupied his waters and reconnoitred his anchorages, and, while so engaged, have been subjected to skilful and well executed anti-submarine tactics; hunted for hours at a time by Torpedo Craft and attacked by gunfire and torpedoes.

At midnight on the 26th August, I embarked in the *Lurcher*, and, in company with *Firedrake* and Submarines *D.2, D.3, E.4, E.5, E.6, E.7, E.8*, and *E.9* of the Eighth Submarine Flotilla, proceeded to take part in the operations in the Heligoland Bight arranged for the 28th August. The Destroyers scouted for the Submarines until nightfall on the 27th, when the latter proceeded independently to take up various positions from which they could co-operate with the Destroyer Flotillas on the following morning.

At daylight on the 28th August the *Lurcher* and *Firedrake* searched the area, through which the Battle Cruisers were to advance, for hostile Submarines, and then proceeded towards Heligoland in the wake of Submarines *E.6, E.7*, and *E.8*, which were exposing themselves with the object of inducing the enemy to chase them to the westward.

On approaching Heligoland, the visibility, which had been very good to seaward, reduced to 5,000 to 6,000 yards, and this added considerably to the anxieties and responsibilities of the Commanding Officers of Submarines, who handled their vessels with coolness and judgment in an area which was necessarily occupied by friends as well as foes.

Low visibility and calm sea are the most unfavourable conditions under which Submarines can operate, and no opportunity occurred of closing with the Enemy's Cruisers to within torpedo range.

Lieutenant-Commander Ernest W. Leir, Commanding Submarine *E.5*, witnessed the sinking of the German Torpedo Boat Destroyer *V.187* through his periscope, and, observing a Cruiser of the *Stettin* class close, and open fire on the British Destroyers which had lowered their boats to pick up the survivors, he proceeded to attack the Cruiser, but she altered course before he could get within range. After covering the retirement of our Destroyers, which had had to abandon their boats, he returned to the latter, and embarked a Lieutenant and nine men of *Defender*, who had been left behind. The boats also contained two Officers and eight men of *V.187*, who were unwounded, and eighteen men who were badly wounded. As he could not embark the latter Lieutenant-Commander Leir left one of the Officers and six unwounded men to navigate the British boats to Heligoland. Before leaving he saw that they were provided with water, biscuit, and a compass. One German Officer and two men were made prisoners of war.

Lieutenant-Commander Leir's action in remaining on the surface in the vicinity of the enemy and in a visibility which would have placed his vessel within easy gun range of an enemy appearing out of the mist, was altogether admirable.

This enterprising and gallant Officer took part in the reconnaissance which supplied the information on which these operations were based, and I beg to submit his name, and that of Lieutenant-Commander Talbot, the Commanding Officer of *E.6*, who exercised patience, judgment, and skill in a dangerous position, for the favourable consideration of Their Lordships.

On the 13th September, *E.9* (Lieutenant-Commander Max K. Horton), torpedoed and sank the German Light Cruiser *Hela* six miles South of Heligoland.

A number of Destroyers were evidently called to the scene after *E.9* had delivered her attack, and these hunted her for several hours.

On the 14th September, in accordance with his orders, Lieutenant-Commander Horton examined the outer anchorage of Heligoland, a service attended by considerable risk.

On the 25th September, Submarine *E.6* (Lieutenant-Commander C. P. Talbot), while diving, fouled the moorings of a mine laid by the enemy. On rising to the surface she weighed the mine and sinker; the former was securely fixed between the hydroplane and its guard; fortunately, however, the horns of the mine were pointed outboard. The weight of the sinker made it a difficult and dangerous matter to lift the mine clear without exploding it. After half an hour's patient work this was effected by Lieutenant Frederick A. P. Williams-Freeman and Able Seaman Ernest Randall Cremer, Official Number 214235, and the released mine descended to its original depth.

On the 6th October, *E.9* (Lieutenant-Commander Max K. Horton), when patrolling off the Ems, torpedoed and sank the enemy's destroyer, *S.120*.

The enemy's Torpedo Craft pursue tactics, which, in connection with their shallow draft, make them exceedingly difficult to attack with torpedo, and Lieutenant-Commander Horton's success was the result of much patient and skilful zeal. He is a most enterprising submarine officer, and I beg to submit his name for favourable consideration.

Lieutenant Charles M. S. Chapman, the Second in Command of *E.9*, is also deserving of credit.

Against an enemy whose capital vessels have never, and Light Cruisers have seldom, emerged from their fortified harbours, opportunities of delivering Submarine attacks have necessarily been few, and on one occasion only, prior to the 13th September, has one of our Submarines been within torpedo range of a Cruiser during daylight hours.

During the exceptionally heavy westerly gales which prevailed between the 14th and 21st September, the position of the Submarines on a lee shore, within a few miles of the enemy's coast, was an unpleasant one.

The short steep seas which accompany westerly gales in the Heligoland Bight made it difficult to keep the conning tower hatches open. There was no rest to be obtained, and even when cruising at a depth of 60 feet, the Submarines were rolling considerably, and pumping—*i.e.*, vertically moving about twenty feet.

I submit that it was creditable to the Commanding Officers that they should have maintained their stations under such conditions.

Service in the Heligoland Bight is keenly sought after by the Commanding Officers of the Eighth Submarine Flotilla, and they have all shown daring and enterprise in the execution of their duties. These Officers have unanimously expressed to me their admiration of the cool and gallant behaviour of the Officers and men under their command. They are, however, of the opinion that it is impossible to single out individuals when all have performed their duties so admirably, and in his I concur.

The following Submarines have been in contact with the enemy during these operations:—

D.1 (Lieutenant-Commander Archibald D. Cochrane).
D.2 (Lieutenant-Commander Arthur G. Jameson).
D.3 (Lieutenant-Commander Edward C. Boyle).
D.5 (Lieutenant-Commander Godfrey Herbert).
E.4 (Lieutenant-Commander Ernest W. Leir).
E.5 (Lieutenant-Commander Charles S. Benning).
E.6 (Lieutenant-Commander Cecil P. Talbot).
E.7 (Lieutenant-Commander Ferdinand E. B. Feilmann).
E.9 (Lieutenant-Commander Max K. Horton).

I have the honour to be, Sir,
Your obedient servant,
(Signed) ROGER KEYES,
Commodore (S).

PRINCE LOUIS OF BATTENBERG.

The following letter appears in *The Times*:—

Sir,—The ingeniously propagated lies as to the Russian troops from Archangel have died out, and we are now provided with a new sensation. We have all of us heard the muttering of slander about Prince Louis of Battenberg, but not a tittle of evidence has been forthcoming. It has now been raised from the gutter of what in the present day is decribed as conversation in small coteries by a pronouncement, made, I concede, in the best case, in one of the ablest of the evening newspapers.

Adverse as I always have been to mixing myself up in controversy in the Press, I yet feel it my duty as the senior officer in his Majesty's Navy to give expression to my opinion. I am not a partisan of Prince Louis—my personal acquaintance is very slight, but professionally I know a great deal.

It has been said by some who do not question his honour that he cannot be as eager in his duties connected with the war because of his sympathies with the country that he left when, as a boy, he became a naturalized British subject. This idea of sympathy can only proceed from the grossest ignorance of the relations of the family with the atmosphere, shall I say, of Berlin. What proof of eagerness is expected? Conceive the great Moltke, the silent man in six languages, in his office directing the operations for the subjugation of France jumping about in a display of eagerness to destroy the foe! Prince Louis may be a good or a bad First Sea Lord, I express no opinion, except that he is one of the ablest all-round men in the Navy at the present time—and I think that when the whole Navy is employed in blockading the Fleet of the enemy it is greatly to our advantage to have in such an office the most uniformly successful handler of ships and squadrons when during so many years of manœuvres it was found impossible to keep him in a tight place. This slander arose some time ago at the time of the Agadir affair, when he was in command of the Fleet. It died down of sheer inanition—then the muttering began again.

It has often been said that the public is a "hass," but I am not always so sure of that; any way, in this case the British public has been got at. Awful to contemplate, Britannia is having her leg pulled! But whence the source of these indefinite mutterings? Obviously it is German—and it has been well done, because a fabric has been raised that has not an iota of foundation. What proofs are the Battenberg family to afford to satisfy the country of their loyalty? The brother of Prince Louis died in the war of West Africa, and now his nephew, Prince Maurice, has been killed in fighting the battles of Great Britain. It seems to me that it is time for the British public to put down its foot and effectually smother these aspersions on the character and conduct of one of the ablest servants of the Crown.—I am, etc.,

JOHN HAY.

Prince Louis of Battenberg has resigned the office of First Sea Lord which he held in the Admiralty Board. His decision has been wise and even chivalrous. No one who knows him can doubt for one instant his devoted attachment to the country which he adopted and the Navy which he entered forty-six years ago. He is a loyal and noble figure, and the fine services which he has rendered to the nation in manœuvres, in high command, as an inventor and a tactician will not be forgotten. He refused an offer of the Bulgarian Crown many years ago rather than cease to serve under the White Ensign. But with the outbreak of the present war his position became one of great difficulty and delicacy. Though he was First Sea Lord it was impossible for him to criticise vigorously or take a strong line on any question because, had he done so, his German connections must have impaired his influence or led to misunderstanding on the part of the Government and the country. We hope that his knowledge and experience will not be lost to the Navy, in which one of his sons is serving with the highest honour to-day. And we are certain that his self-sacrificing action will win for him the sympathy of all and the admiration of the officers and men in the British Fleet.

HONGKONG VOLUNTEER CORPS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

JOINED.

1.—L. Forster joined the Corps on the 2nd instant, allotted Corps No. 1708 and posted to Civil Service Company.

PARADES.

2.—Parades for to-day Thursday), 6.15 a.m. under Company Officers. 5.15 p.m. N.C.Os. Musketry exercises under S. M. Colley, D.C.L.I. Remainder Route March.

DETAIL.

3.—Orderly Sergeant to-night: Sergeant Hegarty.

A. CHAPMAN, Lieut.-Col.,
Commandant, H.K.V.C.

VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, O.C.H.K.V.R.

ORDERLY ROOM.

1.—The Office and Orderly Room of the Volunteer Reserve have been removed to the Volunteer Headquarters.

PARADES.

2.—Nos. 1, 2, and 3 Companies will Parade on the Cricket Ground on Friday, 4th December, at 5.15 p.m.
Dress:—Drill Order.
N.C.Os. will parade on the Cricket Ground on Tuesday, December 8th, at 5.15 p.m. At this parade the Inspecting Officer will decide which N.C.Os. are sufficiently proficient to be excused further attendance at these parades.
The attendance of these N.C.Os. who are passed out will subsequently be voluntary.

FIELD DAY.

3.—Postponed from November 22nd will take place at Fan Ling on Sunday, December 6th.

W. L. CARTER, Captain,
Adjutant, H.K.V.R.

WM. POWELL, LTD.
TELEPHONE 346.
CHINA AND GLASS DEPT.
JUST ARRIVED.
DAINTY DESIGNS
IN INEXPENSIVE
DESSERT SETS.
TEA AND DINNER SERVICES IN STOCK
SUITES, ODD PIECES SOLD.
TOILET SETS. | GLASSWARE. | TEA SETS.
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INDO-CHINA PORTLAND CEMENT COMPANY, LTD.
FAMOUS DRAGON BRAND CEMENT
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ALWAYS IN STOCK
Apply to P. SOFFIETTI & Co., 14, Des Vœux Road Central, 1st Floor. Telephone 289.
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NOTICE.
WE HAVE BEEN APPOINTED
SOLE AGENTS
IN HONGKONG AND SOUTH CHINA FOR
SAKURA BEER



BREWED AND BOTTLED BY
THE TEIKOKU BREWERY CO., LTD.,
MOJI, JAPAN.
This is an Excellent Beer and moreover CHEAP.
PRICES, ETC., ON APPLICATION TO—
DONNELLY & WHYTE,
WINE AND SPIRIT MERCHANTS.
TEL. 636.
Hongkong, 30th November, 1914.
[1397

WAR ADVANCING AMERICAN TRADES.

FACTORIES WORKING NIGHT AND DAY.

While American business men are lamenting the unsettlement of commercial plans caused by the big war in Europe, it must not be forgotten that many lines of trade are being benefited very materially by the bloody cataclysm. Many American mills and factories in the United States of America are working night and day in the effort to promptly fulfil orders given by an active group of foreign purchasing agents, on behalf of the belligerent nations, which require supplies for their massive armies in the field. The French Government has placed an order with two important concerns in Pennsylvania for 500,000 reels of barbed wire, the order calling for delivery complete within the next twelve months, and the first delivery within thirty days. Advices from Milwaukee report that the shoe factories of that district are running full blast as the result of the placing of extensive orders for shoes with the manufacturers, while other districts in the Middle West report, as the result of negotiations in progress for some time, large orders amounting to, approximately, a million dollars for American harness and saddlery for use in the war.

The various textile trades are realizing great benefit in the way of stimulation, by orders from the agents of the warring nations. Large mills which make sweater coats are beginning to receive war orders from foreign governments. One New York State mill has received an order in excess of 100,000 sweaters for soldiers, and is pressing its facilities to the utmost to make delivery in the specified time. The interest created in different parts of the knit goods trade is shown by the announcement that a number of manufacturers of underwear and sweater coats have sent agents, or gone themselves, to England, to be in close touch with the sources of the business.

Substantial sales of army duck and other kinds of lightweight duck, available for war purposes, have been made by leading factors in the trade. Fully $300,000 worth of duck have been purchased, all for immediate shipment. The total sales of sheets made by one firm was forty thousand dozen. Not less than one million pairs of blankets were contracted for in this country within thirty days after the breaking out of the war. One Philadelphia mill has taken an order for 200,000 blankets, and is turning them out, 30,000 a week, on the order.

The British Government has purchased ten thousand horses, for shipment to London, for use in the war. Other important items in the list of war supplies which are being purchased in large quantities by foreign agents are tents, knapsacks and woollen mittens. The orders for tents, it is asserted, calls for a total of 300,000 and those for knapsacks, approximately, half a million.

As a matter of course, all these orders are made in behalf of the Allied forces of Great Britain and France. That Germany would also engage in similar transactions with American manufacturers, if she was in a position to do so, there is no doubt. But so far as commerce is concerned, Germany is banished from the ocean. If shipments were made to her, they would probably never reach her, but be added to the prize money of the British Navy. Great Britain's warships are closely guarding the Atlantic Ocean to make sure that her enemy shall receive no aid from this side, and a ship carrying supplies to her of any kind would undoubtedly be captured *en route* and her cargo confiscated. With British and French vessels the case is different, for the British warships, while seeing to it that the German ports are closed to commerce, are the protectors of French and English ships on the high seas.—*Exporters and Importers Journal.*

SHIPPING

ARRIVALS.

ATREUS, British str., 4,290, Williamson, 2nd December—Shanghai 28th November, General.—Butterfield & Swire.

BANCA, British str., 4,000, A. M. King, 2nd December—Singapore 26th November, General.—P. & O. S. N. Co.

CHEONGSHING, British str., 1,980, V. McC. Liddell, 2nd December—Tientsin 25th November, General.—Jardine, Matheson & Co.

HAITAN, British str., 1,600, J. W. Evans, 2nd December—Swatow 1st December, General.—Douglas Lapraik & Co.

HIRANO MARU, Japanese str., 8,520, H. Fraser, 2nd December—Singapore 28th November, General.—Nippon Yusen Kaisha.

HIRANO MARU, Japanese str., 5,282, H. Fraser, 2nd December—Middlesbrough 18th October, General.—Nippon Yusen Kaisha.

KOONSHING, British str., 1,333, Wright, 1st December—Shanghai 27th November, General.—Jardine, Matheson & Co.

KWONGSANG, British str., 1,428, W. F. Bichard, 2nd December—Calcutta 12th November, General.—Jardine, Matheson & Co.

PROMETHEUS, Norwegian, 1,024, U. Jensen, 2nd December—Bangkok 22nd November, Rice.—Thoresen & Co.

RANGOON MARU, Japanese str., 3,361, Nomura, 2nd December—Singapore 16th November, General.—Nippon Yusen Kaisha.

STANDARD, Norwegian str., 894, A. B. Bull, 2nd December—Bangkok and Hoihow 1st December, Rice.—Chinese.

TOSA MARU, Japanese str., 3,610, S. Takana, 2nd December—Singapore 24th November, General.—Nippon Yusen Kaisha.

SHIPPING REPORT.

The British str. *Haitan* reports: From Swatow light variable winds and calms with long rolling, S.E. swell and cloudy weather.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ORIENTAL,"

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SUNDAY, the 6th December, 1914, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MONGOLIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "CALEDONIA," due in London on the 15th January, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 21st November, 1914. [1

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THE Steamship

"CITY OF BRISTOL,"

Captain Henderson, will be despatched as above on WEDNESDAY, the 9th December.

For freight, etc., apply to:—
THE BANK LINE, LTD.,
General Agents.

Hongkong, 13th November, 1914. [1350

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK VIA PANAMA CANAL.

S.S. "CHALISTER"... On 30th Dec.

For Freight and further information, apply to—
DODWELL & Co., LTD.,
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Hongkong, 30th November, 1914. [1400

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 6th inst., at Noon.
LONDON & HULL	MERIONETHSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 20th inst.
LONDON & GENOA VIA SINGAPORE, &c.	NAGOYA	Brit. str.	—	W. H. Sweny, R.N.R.	P. & O. S. N. Co.	On 1st Jan., at Noon.
MARSEILLES, LONDON & VIA SINGAPORE, &c.	MIYAZAKI MARU	Jap. str.	—	Teranaka	NIPPON YUSEN KAISHA	On 5th inst., at 10 A.M.
VICTORIA, B.C., & TACOMA VIA KOBE, & JAPAN	MEXICO MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSEN KAISHA	On 9th inst., at 3 P.M.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &C.	AWA MARU	Jap. str.	—	T. Hori	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
VICTORIA, B.C., & TACOMA VIA KOBE, & JAPAN	CHICAGO MARU	Jap. str.	—	K. Hori	OSAKA SHOSEN KAISHA	On 24th inst., at 3 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND, &c.	GLENGYLE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 15th Jan.
NEW YORK VIA PANAMA CANAL	CHALISTER	Brit. str.	—		DODWELL & Co., LTD.	On 30th inst.
BOSTON & NEW YORK VIA SUEZ CANAL	CITY OF BRISTOL	Brit. str.	—	Henderson	THE BANK LINE, LIMITED	On 9th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINYO MARU	Jap. str.	—	Ohkuma	TOYO KISEN KAISHA	On 8th inst.
SAN FRANCISCO VIA MANILA & JAPAN, &C.	PERSIA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 16th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KOREA	Am. str.	—	A. W. Nelson	PACIFIC MAIL S.S. Co.	On 22nd inst., at 1 P.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	KIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 9th Jan.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 14th inst.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Sekine	NIPPON YUSEN KAISHA	On 16th inst., at Noon.
AUSTRALIAN PORTS	ST. ALBANS	Brit. str.	—	Baikie	GIBB, LIVINGSTON & Co.	On 23rd inst., at 11 A.M.
DELAGOA BAY, DURBAN, EAST LONDON, &c	SURAT	Brit. str.	—		THE BANK LINE, LIMITED	On 23th inst.
JAPAN	TJIPANAS	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
KOBE & YOKOHAMA	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	To-day, at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	B. Takeda	NIPPON YUSEN KAISHA	On 15th inst., at 5 P.M.
TIENTSIN VIA SHANGHAI	CHEONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., LD.	On 8th inst., at D'light.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. Meathrel	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, MOJI & KOBE	BANCA	Brit. str.	—	A. M. King	P. & O. S. N. Co.	To-morrow, at Daylight.
SHANGHAI, KOBE & YOKOHAMA	NERA	Fren. str.	—		MESSAGERIES MARITIMES	About 3rd inst.
SHANGHAI, KOBE & MOJI	KWONGSANG	Brit. str.	—	W. F. Bichard	JARDINE, MATHESON & Co., LD.	On 5th inst., at D'light.
SHANGHAI, KOBE & MOJI	HANGSANG	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & Co., LD.	On 6th inst., at D'light.
SHANGHAI	CHENAN	Brit. str.	1 m.	Lloyd Jones	BUTTERFIELD & SWIRE	On 6th inst., at D'light.
SHANGHAI, & HANKOW VIA SWATOW	KOONSHING	Brit. str.	—	Wright	JARDINE, MATHESON & Co., LD.	On 6th inst., at D'light.
SHANGHAI	MALTA	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	On 7th inst., at 3 P.M.
SHANGHAI	ANHUI	Brit. str.	1 m.	Eady	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NIHE	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 27th inst.
SHANGHAI	TJIKEMBANG	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
HONGAY	CHEKIANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-day, at 9 A.M.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 11th inst., at Noon.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Hattori	OSAKA SHOSEN KAISHA	On 10th inst., at 3 A.M.
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	S. Tokushige	OSAKA SHOSEN KAISHA	On 6th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	To-morrow, at 1 P.M.
SWATOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPRAIK & Co.	On 6th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 8th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 11th inst., at 1 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD.	On 5th inst., at 3 P.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	Pennefather	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	Tough	JARDINE, MATHESON & Co., LD.	On 12th inst., at 3 P.M.
MANILA, CEBU & ILOILO	TSAN	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIMANOWK	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
BOMBAY VIA S'PORE, PORT S'HAM, PENANG & COLOMBO	SAIGON MARU	Jap. str.	—	T. Yamaguchi	OSAKA SHOSEN KAISHA	On 6th inst., at Noon.
BOMBAY VIA SINGAPORE & COLOMBO	HAKUSHIKA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 9th inst.
SINGAPORE, PENANG & CALCUTTA	ONSANG	Brit. str.	—	P. Rolfe	JARDINE, MATHESON & Co., LD.	On 8th inst., at 3 P.M.
SANDAKAN	HINSANG	Brit. str.	—	A. Kennedy	JARDINE, MATHESON & Co., LD.	On 8th inst., at Noon.
HOIHOW & HAIPHONG	LOKSANG	Brit. str.	—	D. W. Ritchie	JARDINE, MATHESON & Co., LD.	To-day, at Noon.
HAIPHONG	SUNGKIANG	Brit. str.	1 m.	J. Robertson	BUTTERFIELD & SWIRE	On 6th inst. at 10 A.M.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		From L'POOL		From VANCOUVER						
STEAMERS	Hongkong	S'hai *Woosung*	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Liverpool	Quebec	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	S'hai *Woosung*	Hongkong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
—	—	—	—	—	—	—	Sailings Temporarily Withdrawn.				—	—	—	—	—	—	—

PASSAGE RATES—HONGKONG TO LONDON.		VIA QUEBEC	VIA NEW YORK.
EMPRESS OF RUSSIA, EMPRESS OF ASIA, EMPRESS OF INDIA, EMPRESS OF JAPAN, MONTEAGLE	Meals and Sleeping	£71.10	£71.10
	Car Berth across Canada £6 additional.	£65 —	£65 —
		£43 —	£45 —

Hour of Departure—All Steamers sail from Hongkong at NOON.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

ABOUND THE WORLD RATES in connection with SUEZ MAIL LINES OR TRANS-SIBERIAN ROUTE.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

1491]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"LOKSANG"	Thursday, 3rd Dec., Noon.
†‡SHANGHAI, KOBE and MOJI	"KWONGSANG"	Saturday, 5th Dec., D'light.
* MANILA	"LOONGSANG"	Saturday, 5th Dec., 3 P.M.
† SHANGHAI, & HANKOW via SWATOW	"KOONSHING"	Sunday, 6th Dec., D'light.
*†‡SHANGHAI, KOBE and MOJI	"HANGSANG"	Sunday, 6th Dec., D'light.
‡ SANDAKAN	"BINSANG"	Tuesday, 8th Dec., Noon.
SINGAPORE, PENANG & CALCUTTA	"ONSANG"	Tuesday, 8th Dec., 3 P.M.
* TIENTSIN via SHANGHAI	"CHEONGSHING"	Tuesday, 8th Dec., D'light.
* MANILA	"YUENSANG"	Saturday, 12th Dec., 3 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YATSHING," "KUMSANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze, Chefoo, T'sin, Dalny, Wei, N'chwang.

‡ Taking Cargo on Through Bills of Lading to Budut, Lahad Datu, Simpoma, Tawao, Usukan Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 3rd December, 1914. GENERAL MANAGERS. [11

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS

Telephone No. 215.

Hongkong, 15th April, 1914. 41

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & HULL	"MERIONETHSHIRE"	On 20th Dec.
LONDON	"RADNORSHIRE"	On 19th Jan.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE TACOMA & PORTLAND — "GLENGYLE" On 15th Jan.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD.,

Hongkong 14th November, 1914. AGENTS. 140

WEATHER REPORT.

On the 2nd at 11.10 a.m.—Pressure has decreased quickly over Japan and increased over the remainder of the area, more especially over N. China. The depression has moved quickly eastwards and an area of high pressure has replaced it upon the continent.

Moderate to fresh monsoon will prevail over the north part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
* Hongkong & Neighbourhood	
Formosa Channel	N.E. winds, strong.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

* E. and N.E. winds, moderate to fresh fair.

CHINA COAST METEOROLOGICAL REGISTER.

2ND DECEMBER, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladvostock	7 a.	30.21	9	—	NNE	4	b
Nemuro	6 a.	29.89	—	—	ENE	1	o
Hakodate	"	29.87	—	—	—	0	—
Tokio	"	29.97	—	—	WSW	1	—
Kochi	"	30.01	—	—	SW	1	—
Nagasaki	"	30.03	—	—	SSE	1	—
Kagoshima	"	30.06	—	—	—	0	—
Oshima	"	30.12	—	—	S	1	—
Naha	"	30.13	—	—	—	0	—
Ishi'jima	"	30.13	—	—	NE	1	o
Bonin Is.	"	30.19	—	—	—	0	—
Chefoo	"	—	—	—	—	—	—
Weihaiwei	"	30.33	31	79	N	2	o
Hankow	"	—	—	—	—	0	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30.24	51	—	NW	2	o
Gutzlaff	"	30.17	53	—	N	4	om
Sharp Peak	7 a.	30.09	66	—	—	0	—
Amoy	6 a.	30.07	66	68	SE	1	c
Swatow	"	—	—	—	—	—	—
Taihoku	5 a.	30.12	—	—	—	0	—
Taichu	"	30.11	—	—	—	0	—
Tainan	"	30.09	—	—	NE	2	—
Koshun	"	30.08	—	—	N	2	—
Pescadores	"	30.09	—	—	NE	2	—
Canton	6 a.	30.10	67	95	N	1	o
Hongkong	"	30.09	72	80	E	1	o
Gap Rock	"	30.07	—	—	ESE	4	o
Macao	"	30.06	69	—	—	0	o
Wuchow	9 a.	30.15	68	90	NE	1	c
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	6 a.	30.05	70	—	NE	2	o
Tourane	"	29.96	73	—	WNW	2	c
Cape St. James	"	29.91	75	—	NE	4	c
Aparri	"	30.04	71	—	S	1	b
Manila	"	29.99	74	—	NNE	1	b
Legaspi	"	29.95	78	—	N	1	b
Iloilo	9 a.	29.95	84	—	NE	2	b
Bacolod	"	—	—	—	N	1	b
Cebu	"	29.94	87	—	NE	1	c
Labuan	"	—	—	—	—	—	—

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit, in the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, t tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 2nd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.02	30.09	30.07
Temperature	72	72	75
Humidity	77	80	80
Wind Direction	East	East	East
" Force	4	4	3
Weather	o	o	o
Rain	—	—	—

Highest open air Temperature on 1st ... 73

Lowest open air Temperature on 1st ... 58

LATEST STEAMER MOVEMENTS.

The P.M. str. *Manchuria* arrived at San Francisco on the 30th November.

The P.M. str. *Korea*, carrying the mails from the United States, leaves Yokohama on the 3rd December for Hongkong, via Manila, and is scheduled to arrive at Hongkong on the 14th December.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI & KOBE	BANCA, Capt. A. M. King	D'light 4th Dec.	Freight.
LONDON VIA USUAL PORTS OF CALL	*ORIENTAL*, Capt. A. L. Valentini	Noon, 6th Dec.	*See Special Advertisement.*
SHANGHAI	MALTA, Capt. G. W. Cockman, R.N.R.	3 P.M. 7th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NILE, Capt. H. Powell	About 27th Dec.	Freight and Passage.
LONDON and GENOA VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAGOYA, Capt. W. H. Sweny R.N.R.	Noon 1st Jan.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 3rd December, 1914. [1

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	
HONGAY	"CHEKIANG"	On 3rd Dec.,	3 A.M.
SHANGHAI	"LUCHOW"	On 3rd Dec.,	4 P.M.
SHANGHAI	"CHENAN"	On 6th Dec.,	D'light
HAIPHONG	"SUNGKIANG"	On 6th Dec.,	10 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 8th Dec.,	4 P.M.
SHANGHAI	"ANHUI"	On 8th Dec.,	4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 15th Dec.,	4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly,
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted. Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN," and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Hongkong, 3rd December, 1914 Telephone 36. AGENTS. [5

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
MAIL SERVICE TO AUSTRALIA VIA MANILA.
MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS		On 23rd Dec., 11 A.M.
ALDENHAM	2nd Jan.	On 29th Jan., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

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BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 1st September, 1914. AGENTS [49

DOUGLAS STEAMSHIP CO., LTD.
HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING	
"HAITAN"	Capt. J. W. Evans	FRIDAY.	4 h Dec., at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY,	8th Dec., at 1 P.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY,	11th Dec., at 1 P.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	SUNDAY,	6th Dec., at 10 A.M.
		WED'DAY,	9th Dec., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 3rd December, 1914. [4

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.
VIA SHANGHAI. MANILA. THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
SHINYO MARU	22,000—21 knots ...	TUES., 8th Dec.
CHIYO MARU	22,000—21 knots ...	TUES., 5th Jan.
TENYO MARU	22,000—21 knots ...	TUES., 26th Jan.
NIPPON MARU	11,000—18 knots ...	

FIRST CLASS TO LONDON £71.10. ...RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.
VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.
THENCE BY
TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
KIYO MARU ...	17,2000—15 knots	Saturday, 9th Jan.

For Full Particulars as to Passage and Freight, apply to—

O. WURIU, ACTING AGENT,
King's Building.
Telephone 291. [212

OSAKA SHOSEN KAISHA.
REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

THE AMERICAN LINE TO TACOMA AND SEATTLE.
In Connection with
THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"MEXICO MARU" ...	N. Kobayashi ...	WED'DAY, 9th Dec., at 3 P.M.
"CHICAGO MARU" ...	K. Hori ...	THURSDAY, 24th Dec., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi ...	SUNDAY, 6th Dec., at Noon.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU" ...	Y. Yamamoto ...	FRIDAY, 11th Dec., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU" ...	S. Tokushige ...	SUNDAY, 6th Dec., at 10 A.M.
"DAIJIN MARU" ...	K. Murakami ...	SUNDAY, 13th Dec., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	Z. Hattori ...	THURSDAY, 10th Dec., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor, No. 1, Queen's Building.
774

MESSAGERIES MARITIMES.
FRENCH MAIL LINES.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA ...	NERA ... A.	On or about 3rd December.
	DUMBEA ...	On or about 15th December.

HOMEWARD

MARSEILLES VIA PORTS ...

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and *vice-versâ* delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.
21

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.
PROPOSED SAILINGS OF MAIL STEAMERS FOR
MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG.	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later
P.M. Thurs.			Noon		Friday	Thursday
—	ORIENTAL ...	Dec 3	Dec. 6	MONGOLIA ...	Jan. 1	Jan. 7
Dec. 7	MALTA	Dec. 14	Dec. 18	MALWA	Jan. 15	Jan. 21
Dec. 20	NAGOYA... ...	Dec. 28	Jan. 1	MOREA	Jan. 28	Feb. 4
—	ARCADIA ...	Jan. 12	Jan. 16	MALOJA	Feb. 12	Feb. 18

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.
Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:
The Fares to London and Marseilles are as follows:—

			LONDON			
1st Saloon	"A"	Accommodation	Single	£65.	Return	£97.
	"B"	"	"	£59	"	£89.
2nd Saloon	"A"	"	"	£44.	"	£66.
	"B"	"	"	£40.	"	£60.
			MARSEILLES			
1st Saloon	"A"	Accommodation	Single	£61.	Return	£91.
	"B"	"	"	£55.	"	£83.
2nd Saloon	"A"	"	"	£42.	"	£63.
	"B"	"	"	£38.	"	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES
Proposed Sailings:

Steamers.	Leave Y'hama	Leave Shanghai	Leave H'kong	Leave S'pore	Due at M'seilles	Due at London
	about	about	about	about	about	about
NAGOYA	Dec. 20	Dec. 23	Jan. 1	Jan. 7	Feb. 2	Feb. 10
NANKIN	Jan. 5	Jan. 15	Jan. 20	Jan. 26	Feb. 22	Mar. 3
NILE	Jan. 19	Jan. 23	Feb. 3	Feb. 9	Mar. 8	Mar. 17

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO
FARES TO LONDON:
1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return
FARES TO MARSEILLES:
1st Saloon £45 Single. 2nd Saloon £33 Single.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For Further Particulars, apply to—

E. A. HEWETT,
Superintendent.
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NIPPON YUSEN KAISHA
THE JAPAN MAIL STEAMSHIP CO
PROJECTED SAILINGS FROM HONGKONG—
Subject to Alteration.

Destinations	Steamers and Displacement	Tons	Sailing Dates
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	§ MIYAZAKI MARU, Capt. Teranaka,	16,000	SATURDAY, 5th Dec., at 10 A.M.
	§ KITANO MARU, Capt. F. E. Cope,	16,000	WEDNESDAY, 23rd Dec., at 10 A.M.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ AWA MARU, Capt. T. Hori,	12,500	TUESDAY, 15th Dec., at Noon.
	§ SHIDZUOKA MARU, Capt. Deguchi,	12,500	TUESDAY, 29th Dec., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU, Capt. Soyeda,	13,500	WEDNESDAY, 16th Dec., at Noon.
	NIKKO MARU, Capt. R. Takeda,	19,600	WEDNESDAY, 13th Jan., at Noon.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	KAWACHI MARU, Capt. Nakamura,	12,500	THURSDAY, 17th Dec.
BOMBAY via SINGAPORE, and COLOMBO	HAKUSHIKA MARU, Capt.	5000	WED'DAY, 9th Dec.
SHANGHAI and KOBE			
SHANGHAI and KOBE			
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. Takeda,	9,600	TUESDAY, 15th Dec., at 5 P.M.
KOBE and YOKOHAMA ...	HIRANO MARU, Capt. Fraser,	16,000	THURSDAY, 3rd Dec., at 11 A.M.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
KATORI MARU	20,000 Tons...	Thurs., 28th Jan.
KAMO "	16,000 " "	11th Feb.
KASHIMA "	20,000 " "	25th Feb.
MISHIMA "	16,000 " "	11th Mar.
SUWA "	25,000 " "	25th Mar.
ATSUTA "	16,000 " "	8th Apr.
YASAKA "	25,000 " "	22nd Apr.
MIYASAKI "	16,000 " "	6th May.
KITANO "	16,000 " "	20th May.
FUSHIMA "	25,000 " "	3rd June.

FOR AMERICA.

AKI MARU	12,500 Tons...	Tues.,	26th Jan.
SADO "	12,500 " "		9th Feb.
YOKOHAMA "	12,500 " "		23rd Feb.
AWA "	12,500 " "		9th Mar.
SHIDZUOKA "	12,500 " "		23rd Mar.
TAMBA "	12,500 " "		6th Apr.
AKI "	12,500 " "		20th Apr.
SADO "	12,500 " "		4th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.
Telephone Nos. 292 and 1841 [8—2—16

POST OFFICE NOTICE

The MAIL FROM LONDON (via Siberia), of Sunday, the 1st ult., is due to arrive here to-day.

The AMERICAN MAIL is due to arrive here on Sunday, 6th inst.

The ENGLISH MAIL from Europe is expected to arrive here on Sunday, the 6th inst., at 5 p.m.

FOR	DATE
Shanghai, North China and Japan via Kobe (EUROPE via SIBERIA) [Tientsin-Pukow Service Shanghai Brit. P.O. Monday, 7th inst.]	Thursday, 3rd, 9.00 A M
Shanghai, North China & Japan via Moji	Thursday, 3rd, 9.00 A M
Japan via Kobe	Thursday, 3rd, 10.00 A M
Fort Bayard, Haiphong and Pakhoi	Thursday, 3rd, 11.00 A M
Hoihow, Haiphong, and Pakhoi	Thursday, 3rd, 11.00 A M
Chingwantao	Thursday, 3rd, 11.00 A M
Shanghai and North China	Thursday, 3rd, 3.00 P M
Shanghai, North China and Japan via Kobe	Thursday, 3rd, 4.00 P M
Shanghai, North China and Japan via Moji	Thursday, 3rd, 4.00 P M
Swatow, Amoy and Foochow	Friday, 4th, 1.00 P M
Straits, Colombo, Suez, Port Said, Marseilles and United Kingdom	Saturday, 5th, 9.00 A M
SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA [Tientsin-Pukow Service Shanghai Brit. P.O. Thursday, the 10th inst.]	Saturday, 5th, 4.00 P M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE	Saturday, 5th, 5.00 P M
The Parcel Mail will be closed on Saturday, 5th inst., at 5 P.M.	
Swatow	Sunday, 6th, 9.00 A M
Straits and Colombo via Bombay	Sunday, 6th, 9.00 A M
Swatow, Amoy and via Tamsui	Sunday, 6th, 9.00 A M
Haiphong	Sunday, 6th, 9.00 A M
Batavia, Samarang and Sourabaya	Monday, 7th, 2.00 P M
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA) [Tientsin-Pukow Service Shanghai Brit. P.O. Thursday, 10th inst.]	Monday, 7th, 2.00 P M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, U.S.A., UNITED STATES, SOUTH AMERICA, CANADA via SAN FRANCISCO, and UNITED KINGDOM via CANADA (EUROPE via SIBERIA)	Tuesday, 8th, Registration 10.00 A M, Letters 11.00 A M

COMMERCIAL.

CLOSING QUOTATIONS.

December 2nd.

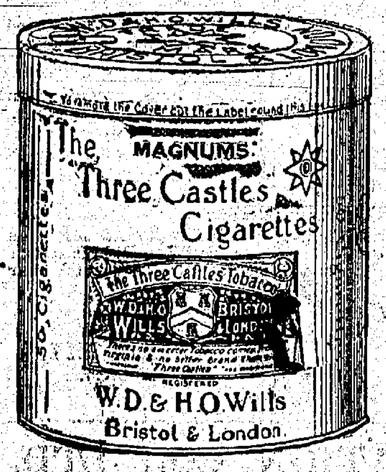
ON LONDON:—
Telegraphic Transfer 1/9
Bank Bills, on demand 1/9⅛
Bank Bills, at 30 days' sight 1/9⅛
Bank Bills, at 4 months' sight 1/9⅛
Credits, at 4 months' sight 1/9⅜
Documentary Bills 4 months' sight 1/9⅜
ON PARIS:—
Bank Bills, on demand 220
Credits, at 4 months' sight 230½
ON GERMANY:—
On demand nom.
ON NEW YORK:—
Bank Bills, on demand 43⅛
Credits, at 60 days' sight nom.
ON BOMBAY:—
Telegraphic Transfer nom.
Bank, on demands 132½
ON CALCUTTA:—
Telegraphic Transfer nom.
Bank, on demand 132½
ON SHANGHAI:—
Bank, at sight 72⅛
Private, 30 days' sight nom
ON YOKOHAMA:—On demand 86
ON MANILA:—On demand—Pesos—86
ON SINGAPORE:—On demand 75⅛
ON BATAVIA:—On demand 106⅜
ON HAIPHONG:—On demand nom.
ON SAIGON:—On demand nom.
ON BANGKOK:—On demand 87⅜
SOVEREIGNS, Bank's Buying Rate ..$11.05
GOLD LEAF, 100 fine, per tael $57.20
BAR SILVER, per oz. 23

SUBSIDIARY COINS.

	per cent.
Hongkong..20 cents pieces...	$17.20 discount.
Hongkong...10 „ ...	$17.65 „

CIGARETTE HOLDERS FREE TO SMOKERS OF "THREE CASTLES" MAGNUMS CIGARETTES.

75 Cents a tin of 50 Cigarettes.



75 Cents a tin of 50 Cigarettes.

There are now packed in each tin of Magnums Cigarettes 4 coupons, and in return for 100 of these coupons we will send you a GOOSE QUILL SILVER CIGARETTE HOLDER enclosed in a neat leather pocket case fitted with a spare Goose Quill.

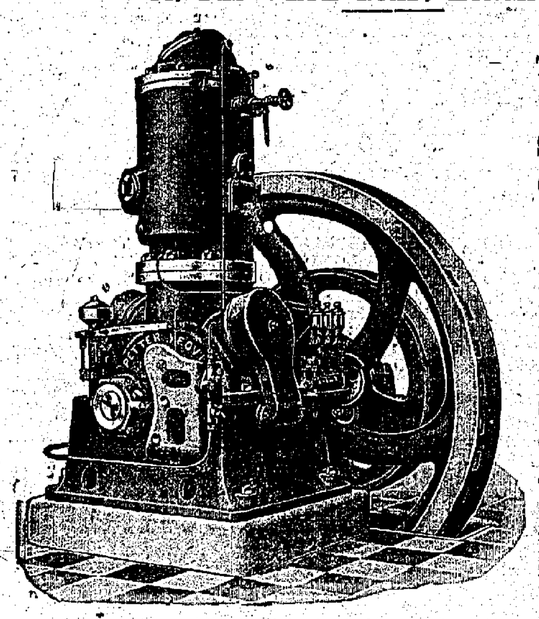
Send coupons to:—

W. D. & H. O. WILLS.

AGENTS: BRITISH-AMERICAN TOBACCO COMPANY, LIMITED, HONGKONG.

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD, HONGKONG.



SOLE AGENTS FOR

THE PETTER PATENT SEMI-DIESEL CRUDE OIL ENGINES

AND

KEROSINE ENGINES.

We carry large stocks of Ship and Engine Stores, Cotton Waste, Oil, Packing, &c.

Electrical Repairs and Installations Undertaken; Electro-Plating in all its Branches.

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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	$6.00
Return „ „ (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return „ „	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
THURSDAY, 3RD DECEMBER, 1914.	
8 a.m. *HONAM.*	8 a.m. *KINSHAN.*
5 p.m. *FATSHAN.*	5 p.m. *SUI AN.*
FRIDAY, 4TH DECEMBER, 1914.	
8 a.m. *KINSHAN.*	8 a.m. *HONAM.*
5 p.m. *SUI AN.*	5 p.m. *FATSHAN.*

HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651. | S.S. *TAISHAN*, Tons 2,006.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 1.30 p.m. Sundays at 7.30 a.m. and 1.30 p.m.

EXCURSION TO MACAO.

SUNDAY, 6TH DECEMBER, 1914.

The Company's New Steamship

"TAISHAN"

Will depart from the Company's WING LOK STREET WHARF at 8 a.m., and return from Macao at 1.30 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. *HOISANG*

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier. [42

SHARE LIST.—QUOTATIONS.

HONGKONG, 2ND DECEMBER, 1914.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai. Bank Corporation	120,000	$125	all	$720, buyers / L'don £71.	
China Borneo Company, Limited	60,000	$12	all	$10, buyers	
China Light and Power Company, Ld.	50,000	$5	all	$4, sellers	
	50,000	$1	all		
China Provident, Loan & Mortgage Co., Ld	200,000	$10	all	$7½, buy./$7½, sel.	
COTTON MILLS.—					
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	all	Tls. 125	
Hongkong Cotton Spinning Co., Ld.	125,000	$10	all	$7½	
Dairy Farm Company, Limited	40,000	$7½	all	$35	
DOCKS AND WHARVES.—					
H'kong. & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$76, sellers	
H'kong. and Whampoa Dock Co., Ld.	50,000	$50	all	$54	
New Amoy Dock Co., Limited	10,000	$63	all		
S'hai. Dock and Engineering Co., Ld.	55,700	Tls. 100	all	Tls.	
S'hai. and Hongkew Wharf Co. Ld.	36,000	Tls. 100	all	Tls.	
Green Island Cement Co., Limited	400,000	$10	all	$5½, sellers	
Hongkong Electric Co., Limited	60,000	$10	all	$36, sales	
Hongkong Hotel Company Limited	20,000	$50	all	$125	
Hongkong Ice Company, Limited	5,000	$25	all	$175	
Hongkong Rope Manufacturing Co., Ld.	60,000	$10	all	$25	
H'kong. & South China Steam Fishers. Co., Ld.	15,000	$6	all	$2	
Hongkong Steel Foundry Co., Ld.	15,000	$10	all	$10	
Hongkong Tramway Co., Ld.	325,000	5/-	all	9/-, buyers	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$310, buyers	
China Fire Insurance Co., Limited	20,000	$100	$20	$146, buyers	
Hongkong Fire Insurance Co., Ld.	8,000	$250	$50	$380, buyers	
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 142	
Union Insurance Society, Limited	12,400	$250	$100	$700, buyers	
Yangtsze Insurance Association, Ld.	12,000	$100	$60		
LANDS AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ld.	50,000	$100	all	$100	
Hongkong Central Estate, Ld.	10,000	$100	all	$100	
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	
Humphreys' Estate and Finance Co., Ld.	150,000	$10	all	$7	
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$44	
Shanghai Land Investment Co., Ld.	78,000	Tls. 50	all	Tls.	
West Point Building Co., Limited	12,500	$50	all	$71	
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat	250,000	Gds. 10	all	Tls. 3[illegible]	
MINING.—					
Chinese Engineering and M. Co., Ld.	1,000,000	£1	all	37/6	
Heawood Tin and Rubber Estate, Ld.	822,000	2/-	all	2/6	
Raub Australian Gold Mining Co., Ld.	200,000	£1	all	$2, sellers	
Tronoh Mines, Limited	160,000	£1	all	24/-	
Peak Tramways Co., Limited	25,000	$10	all	$10 / $0.90 sellers	
	50,000	$10	$1		
Philippine Co., Limited	75,000	$10	all	$5	
Pulpes et Papeteries du Tonkin Societe des	13,200	$50	all	$20	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	$100	all	$75	
Luson Sugar Refining Co., Limited	7,000	$100	all	$20, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ld.	30,000	$25	all	$7	
Douglas Steamship Co., Limited	20,000	$50	all	$30, buyers	
H'kong., Canton & Macao S.B. Co., Ld.	80,000	$15	all	$25, sellers	
Indo-China Steam Navigation Co., Ld.	60,000 pref. / 60,000 def.	$5	all	$55	
Shell Transport & Trading Co., Ld.	2,500,000	£1	all	80/-, sellers	
Star Ferry Company, Limited	40,000	$10	all	$40	
South China Morning Post, Limited	6,000	$25	all	$23	
Steam Laundry Company, Limited	20,000	$5	all	$4½, sellers	
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	$7	all	$7½	
Watson & Co., A. S., Limited	100,000	$10	all	$7, sales	
Union Waterboat Co., Limited	150,000	$10	all	$18	

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers*

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Sails Hongkong for Australia.
"TAIYUAN"	10th December.	14th December.
"CHANGSHA"	7th January.	10th January.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE.

Hongkong, 24th November, 1914. TELEPHONE No. 36. AGENTS. [1383

MILKMAID EVAPORATED MILK.

NO SUGAR

NO PRESERVATIVES



CREAMY

CONSISTENCY.

(GOLD PRINTED LABEL).

UNSWEETENED, FOR TEA, COFFEE, FRUITS, &c.

ON SALE AT ALL STORES.

11127

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons
MANCHURIA 27000 tons
KOREA 18000 tons
SIBERIA 18000 tons
CHINA 10200 tons
NILE 11000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

PERSIA (via Manila)	Sailing	WED'DAY,	16th Dec., at Noon.
KOREA	„	TUESDAY,	22nd Dec., at 1 P.M.
SIBERIA	„	TUESDAY,	29th Dec., at 1 P.M.
CHINA (via Manila)	„	TUESDAY,	12th Jan., at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Patrons Is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,

TEL. No. 141. KING'S BUILDINGS.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:	Connecting with	FROM COLOMBO:
28th Dec.	"SURAT"	17th Jan.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

331 MANAGING AGENTS.

Printed and Published by BERTRAM A. HALE for the Concerned at 104, Des Vœux Road Central, Victoria, Hongkong: London Office, 131, Fleet Street, E.C.